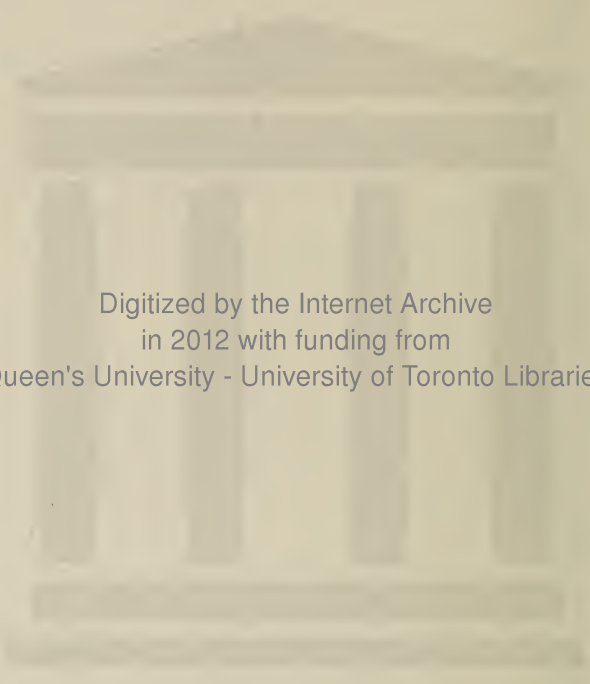


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*H. Morris*  
ON

**THE TIMBER TRADE.**

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BY

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ON  
THE TIMBER TRADE.

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FEW commercial questions are more important than that of the Timber Trade, and few more difficult. It stands embarrassed with an intricate scale of duties, disputed facts, the great relations of foreign and colonial policy, the interests of home production and consumption, and, as if these were not sufficient to perplex the consideration, it is almost always associated with abstract controversies of political economy. Yet as one third part, or 700,000 tons, of the whole shipping arriving annually in the United Kingdom, from beyond seas, comes laden with wood, the maritime ascendancy of the British Empire may be said to depend upon this trade; and consequently its circumstances, however complex, demand the most thorough inquiry and accurate knowledge on the part of those, who attempt to regulate it by legislation.

The present is an essay to study and set forth this subject with all its bearings and ingredients, in order to determine the nature and consequences of the measures lately submitted to parliament. This object may perhaps be better attained, by separately considering what effect the proposed alteration would probably have had upon the Timber Trade, upon the British colonies, upon emigration, upon the manufacturers,

consumers, and shipowners, of the United Kingdom, by summing up and comparing the profit and loss, and by examining the theory upon which the measure is founded, and the views of general policy with which it is connected. First of all, however, let there be given some brief annals of former, present, and the proposed, regulations of this Trade.

Such notices are not merely matter of curiosity, but may be useful for reference in this discussion, and at the same time show, by the frequency of legislation upon this Trade, during nearly 200 years, the necessity the country has felt throughout that period of securing those same two objects, which are still urged as the most important to British interests, a due share in the carrying, and an active competition in the supplying, of wood to the United Kingdom.

That these objects, and particularly the introduction of competition from a source independent of foreign powers, were forced upon us by hard experience of their want, appears from the repeated attempts of between thirty and forty statutes to effect this end, and further, is expressly alleged by several, which record, as the reasons of their enactment, *the exorbitant profits, arbitrary rates, and excessive prices*, at which wood was brought into this kingdom from foreign countries. Complaints, which, until in fear of absolute destitution, the most effective means were finally taken to establish this competition, seem never to have ceased, nor, after that competition was established, to have long continued. There can be no doubt that at the present moment wood of all kinds, both Baltic and Colonial, is imported and sold at the lowest possible rates.



## ANNALS OF THE TIMBER TRADE.

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AT whatever period this country first became dependent upon forests beyond seas for supplies of wood, perhaps the earliest traces of that dependence, in our laws of trade, are to be found in the navigation acts of Cromwell and Charles the Second. Soon after public attention was turned to naval power, it seems to have occurred, that the importation of wood, being the most bulky of all articles, must, if secured to British navigation, most effectually promote our maritime ascendancy, whereon, as was then conceived, under the good providence of God, the wealth, safety, and strength of this nation did chiefly depend.

In 1651, therefore, the resolutions of the Commonwealth, and in 1660 the stat. 12 Car. 2, c. 1, restricted the importation of certain articles from foreign countries to British ships and ships of the country whence imported. Of which articles, among the first enumerated, as the most important, are masts, timber, boards, and naval stores, and on importation in foreign ships, they were charged with the alien's duty.

In 1662, the importation of wood of all kinds and of naval stores from Holland and the parts adjacent, was prohibited (by the 14 & 15 Car. 2, c. 11).

In 1704, the following bounties were (by 3 & 4 Anne, c. 10,) given for the importation of naval stores and timber from the colonies:

Tar and pitch, per ton .....	£4	0	0
Turpentine .....	3	0	0
Hemp .....	6	0	0
Masts, yards, and bowsprits .....	1	0	0

This act was to continue for nine years from the 1st of January, 1705. Its continuance was, in 1713, by 12 Anne, c. 9, extended for a further period of eleven years, until the 1st of January, 1725. The bounty upon hemp was afterwards continued by several successive statutes, but the bounty upon masts, &c. seems to have expired that year.

In 1719, the prohibition (by 14 & 15 Car. 2, c. 11,) of importing deals and timber, was repealed as far as related to Germany, but continued as to the Netherlands, (by the 6 Geo. 1, c. 15,) and the importation was permitted in British ships only, and subject to the same duties as the wood of Norway.

In 1721, the act 8 Geo. 1, c. 12, was passed, permitting the importation, from the British Colonies in America, of wood of all kinds, (excepting masts, yards, and bowsprits, for which duties and premiums were ascertained by former acts,) duty free, for the period of 21 years, after the 24th of June, 1722. This statute was afterwards continued (by 16 Geo. 2, c. 26; 24 Geo. 2, c. 57; 31 Geo. 2, c. 35; 4 Geo. 3, c. 11; 12 Geo. 3, c. 56; 19 Geo. 3, c. 22; 26 Geo. 3, c. 53; 33 Geo. 3, c. 40; 36 Geo. 3, c. 40,) to 1802, when it expired.

In 1729, bounties upon naval stores and masts, yards and bowsprits, were revived, (by 2 Geo. 2, c. 35,) which also added these to the enumerated articles, whose

exportation from the Colonies to foreign countries was prohibited. These bounties were the following:—

Masts, yards, and bowsprits, per ton ...	£1	0	0
Tar .....	2	4	0
Pitch .....	1	0	0
Turpentine .....	1	10	0

These premiums were to continue from the 29th of September, 1729, for 13 years. Their continuance was further extended (by 13 Geo. 2, c. 28; 24 Geo. 2, c. 52; 25 Geo. 2, c. 35; 32 Geo. 2, c. 23; 6 Geo. 3, c. 44; 14 Geo. 3, c. 26; 25 Geo. 3, c. 69,) till the 25th of December, 1785, when they seem to have expired.

In 1765, the statute 5 Geo. 3, c. 45, enacted other bounties for the importation of wood from the British Colonies in America, at the rates and for the periods following:—

Deals, 10 feet 10 by 1½ inch, per 120 :			
For three years, till January 1, 1769 .....	£1	0	0
From January 1, 1769, to January 1, 1772..	0	15	0
From January 1, 1772, to January 1, 1775..	0	10	0
Of greater length and thickness, not exceeding 4 inches, in like proportion.			
Timber of all kinds 10 inches square :			
For three years, till January 1, 1769 .....	£0	12	0
From January 1, 1769, till January 1, 1772..	0	8	0
From January 1, 1772, till January 1, 1775..	0	5	0

In 1782, the permission to import deals, masts, and timber from Germany, in British ships, was (by 22 Geo. 3, c. 79,) extended to wood of all kinds from any part of Europe, in British ships, or ships of the country whence imported; subjecting, however, such importations in foreign ships to the alien's duty.

In 1787, the statute 27 Geo. 3, c. 13, repealed all former duties of customs, and enacted, among others, the following upon timber, and the description of deals most generally imported:—

Deals, 8 to 20 feet, above 7 inches wide, by 3½ inch thick, per 120 :			
In British ships .....	£2	13	0
Foreign .....	2	14	5

Fir timber, 8 inch square and upwards :

In British ships .....	£0	6	8
Foreign .....	0	6	10

Wood of all kinds, except masts, yards, and bowsprits from the British Colonies, was at this time, and until 1802, free of duty.

In 1796, an addition of ten per cent. upon the amount of the duties on staves, and five per cent. upon those of other wood, was granted by 37 Geo. 3, c. 15.

In 1801, the 41 Geo. 3, c. 28, granted the following among other additional duties on foreign wood from Europe:—

Deals, 8 to 20 feet—7 inches wide, by  $3\frac{1}{4}$  inch, per 120 :

In British ships .....	£1	9	3
Foreign .....	1	10	0

Fir Timber, (except of Norway,) 8 inch square and upwards :

In British ships .....	£0	3	8
Foreign .....	0	3	9

In 1803, by the stat. 43 Geo. 3, c. 68, all former duties were repealed, and the following imposed on importation from Europe:—

Deals, 8 to 20 feet—7 inches wide, by  $3\frac{1}{4}$  inch, per 120 :

In British ships .....	£6	8	0
Foreign .....	6	12	6

Deal and deal ends of all sorts of the Colonies in America, 5s. the 120.

Fir Timber of Norway, 8 inches square and not above 10 :

In British ships .....	£0	9	0
Foreign .....	0	9	4

Above 10 inches square :

In British ships .....	1	0	0
Foreign .....	1	0	9

Of other parts of Europe, 8 inches square and upwards :

In British ships .....	£1	0	0
Foreign .....	1	0	9

Of the Colonies in America .....

0 1 6

This act also continued to the United States of America the privilege, which had been granted to them in 1782, under the 23 Geo. 3, c. 39, and after statutes,

of importing deals, timber, and some other descriptions of wood, into Great Britain, if in British vessels, on the same duties as Colonial wood, with unimportant additions on importation in American shipping.

In 1806, by the stat. 46 Geo. 3, c. 117, the importation of masts, yards, and bowsprits, and timber fit for naval purposes, was permitted from the British Colonies in America, duty free, until 1809. This act was continued (by the 48 Geo. 3, c. 19, until the 25 March, 1810; and by 50 Geo. 3, c. 12, till 25 March, 1812; by 52 Geo. 3, c. 33, till six months after the peace; and afterwards by subsequent acts,) until 25 March, 1821.

In 1809, the 49 Geo. 3, c. 98, repealing former duties, imposed the following:

	Permanent.				War.				Total.			
Foreign Deals, 8 to 20 feet— 7 inches wide, by 3¼ inch, per 120 :												
In British ships .....	6	11	3	..	3	3	9	..	9	15	0	
Foreign .....	6	16	0	..	2	5	4	..	9	1	4	
Deals and deal ends of all sorts of the British Colonies in America .....												
	£0	5	3	..	£0	1	9	..	£0	7	0	
Fir timber of Norway, 8 inches to 10 :												
In British ships .....	0	9	3	..	0	0	0	..	0	9	3	
Foreign .....	0	9	6	..	0	0	0	..	0	9	6	
Above 10 inches square :												
In British ships .....	1	0	6	..	0	6	10	..	1	7	4	
Foreign .....	1	1	6	..	0	7	2	..	1	8	8	
Other, 8 inches and upwards :												
In British ships .....	1	0	6	..	0	6	10	..	1	7	4	
Foreign .....	1	1	6	..	0	7	2	..	1	8	8	
Of the British Colonies in America, 8 inches square, and upwards .....												
	0	1	6	..	0	0	6	..	0	2	0	
Colonial timber for naval pur- poses duty free.												

These temporary war duties were to continue until six months after the peace.

In 1810, the duties last mentioned, both permanent

and temporary, were doubled by the act 50 Geo. 3, c. 77.

Deals from 8 to 10 feet long, above 7 inches wide, and not above  $1\frac{1}{2}$  thick, and fir timber 8 inches square and not above 10, of and from Norway, were excepted from this act.

In 1811, by 51 Geo. 3, c. 43, the above exception of Norway deals and timber was repealed. In lieu of which there was granted, upon such wood of Norway used in the mines of Devon and Cornwall, a drawback of all the duties above the amount imposed by the 49 Geo. 3, c. 98.

In the same year, by the 51 Geo. 3, c. 93, the Norway fir timber of the above dimensions was charged, in addition, by the following permanent and temporary duties, with the same drawback as in the statute last mentioned.

	Permanent.			War.			Total.				
In British ships .....	£1	2	6	..	£0	13	8	..	£1	16	2
Foreign .....	1	4	0	..	0	14	4	..	1	18	4

In 1812, additional duties, both permanent and temporary, were, by 52 Geo. 3, c. 117, imposed upon certain articles of wood (balks, fir quarters, and ufers,) not concerned in the present inquiry.

In 1813, the permanent duties upon wood of all kinds, colonial as well as foreign, were, by 53 Geo. 3, c. 33, increased five-and-twenty per cent.

These temporary duties were continued by several acts after the peace, and at last, by the 56 Geo. 3, c. 19, in 1816, made perpetual.

In 1814 and 1815, the statutes 54 Geo. III. c. 129, and 55 Geo. 3, c. 14, repealed all former duties upon the importation of wood into Ireland, and granted the following upon deals and timber :—



	Foreign.						Colonial.
	In British Ships.			In Foreign.			
Deals, per 120.	£.	s.	d.	£.	s.	d.	Deals and deal ends of all kinds the 120, 8s. 3d.
12 ft...12—by 3¼ inches . . . .	12	9	5	12	18	6	
12 to 14 ft. . . . . do. . . . .	14	11	0	15	1	7	
14 to 16 ft. . . . . do. . . . .	16	12	6	17	4	8	
18 ft. . . . . do. . . . .	18	14	1	19	7	8	
20 ft. . . . . do. . . . .	20	15	7	21	10	8	
20 ft...12—by above 3¼ inch..	41	11	3	43	1	4	
20 ft...12—by 4 inch.....	51	9	2	52	16	1	
Exceeding ditto . . . . .	100	6	1	101	17	9	
Deal Ends.							
Under 8 ft...12—by 3¼ inch ..	7	1	8	7	7	3	
Ditto by above 3¼ inch	13	14	8	14	5	0	
Fir Timber.							
8 inches square and upwards ..	3	4	11	3	8	1	0 2 4

By the latter of these acts it was provided, that whenever the duties on deals in Great Britain should be reduced, an equal reduction should be made on those duties in Ireland.

In 1819, the customs were consolidated by the 59 Geo. 3, c. 52. All former duties were repealed, and among others the following imposed, in Great Britain, upon timber, and deals under 20 feet; the same drawback as before mentioned being continued to the deals of Norway used in the mines.

Foreign.	In British Ships.	In Foreign.
Deals.		
8 to 20 ft., .. 7, — by 3¼ inch.....	£20 15 8	.. 21 10 8
Fir Timber.		
8 inches square and upwards .....	3 5 0	.. 3 8 0
Colonial.		
Deals and ends of all kinds, 120 .....	0 8 4	
Fir Timber.		
8 inches square and upwards.....	0 2 6	
Fir for naval purposes, (by 46 Geo. III. c. 117) .....	Free.	

In 1821 all former duties were repealed and new imposed in Great Britain, by the statutes 1 and 2 Geo.

4, c. 37 and 84, with a continuance of the same drawback. The charges then laid upon deals and timber were these :—

Deals, per 120.	Foreign.	Colonial.
8 to 10 ft. above 7 inches wide, by $1\frac{1}{2}$ thick.		
In British ships.....	£8 2 6	
Foreign .....	8 7 0	
6 to 16 ft. .. 7 inches, .. $3\frac{1}{4}$ .		
In British ships .....	19 0 0	.. £2 0 0
Foreign .....	19 19 0	
16 to 21 ft. .. 7 inches, .. $3\frac{1}{4}$ .		
In British ships .....	22 0 0	.. 2 10 0
Foreign .....	23 2 0	
6 to 21 ft. .. 7 inches, .. above $3\frac{1}{4}$ .		
In British ships .....	38 0 0	.. 4 0 0
Foreign .....	39 18 0	
Above 21 ft. .. 7 inches, .. 4.		
In British ships .....	44 0 0	.. 5 0 0
Foreign .....	46 4 0	
The same .....	above 4.	
In British ships .....	88 0 0	.. 10 0 0
Foreign .....	92 8 0	
Deal Ends.		
Under 6 ft. .. 7 inches, .. $3\frac{1}{4}$ .		
In British ships .....	6 0 0	.. 0 15 0
Foreign .....	6 6 0	
Same .....	above $3\frac{1}{4}$ .	
In British ships .....	12 0 0	.. 1 10 0
Foreign .....	12 12 0	
Fir Timber.		
8 inches square and upwards.		
In British ships .....	2 15 0	.. 0 10 0
Foreign .....	2 17 0	

In 1825, the act 6 Geo. 4, c. 111, for consolidating the laws of the customs, reduced the duties on wood imported in foreign ships, to the amount imposed in 1821 on importation in British, agreeably to the reciprocity laws and treaties. This and the other reductions by those treaties were equivalent to more than 2s. 6d. the load. This statute re-enacted in other respects the same duties and drawbacks on wood imported into Great Britain, as fixed in 1821 by 1 and 2 Geo. 4, c. 37, 84, excepting that deals above 45 feet long and



3 inch thick were charged £2 : 10s. the load, and further with £6 the 120.

With regard to Ireland, this statute re-enacted the duties on deals as imposed in 1815 by the 55 Geo. 3, c. 14, on importation in British ships, and made the duties on timber the same as those in Great Britain. And the stat. 55 Geo. 3, c. 14, was, as far as related to the duties it imposed, repealed.

On the 11th February, 1831, the Chancellor of the Exchequer, in opening his budget for the year, announced his intention of remitting duties of customs and excise on certain other articles, and supplying the deficiency thus caused by raising an additional revenue on wood. And this addition he promised should be obtained, not only without any increase of burthen to the public, but even with considerable relief. The details of that measure he reserved to be explained at another time; but the principle and rule of it he then declared to be, a reduction on Baltic timber of 5s. from £2 : 15s. a load to £2 : 10s.; and an increase on colonial from 10s. a load to 20s. Deals he proposed to charge in similar proportion, according to their cubical contents. Agreeably to that principle, the rate of charges upon both, it is believed, was to have been the following:—

Deals, per 120.

Not exceeding in length,	Width.	Thickness.	Foreign.			Colonial.		
8 ft. 3 inches..	12 inches..	3¼ inches....	£9	0	0	..	£3	10 0
10 ft. 3	do.	do. ....	12	0	0	..	4	10 0
12 ft. 3	do.	do. ....	16	0	0	..	6	0 0
14 ft. 3	do.	do. ....	18	10	0	..	7	0 0
16 ft. 3	do.	do. ....	21	0	0	..	8	0 0
18 ft. 3	do.	do. ....	23	10	0	..	9	0 0
20 ft. 3	do.	do. ....	26	0	0	..	10	0 0
22 ft. 3	do.	do. ....	28	10	0	..	11	0 0

Fir Timber.

8 inches square and upwards.....	2	10	0	1	0	0
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This change he afterwards declared was not to extend to Ireland.

On Friday the 18th day of March, the day appointed for the discussion of this measure, in which the ministers had in the mean time frequently intimated their resolution to persist, they suddenly declared it to have been abandoned, and in lieu thereof brought forward the following proposition:—to make no addition to the duties on colonial timber and deals, but to reduce the duties on Baltic by the whole amount of 15s. a load, by gradations in three years; that is, from January, 1832, till 1833, the duty on foreign fir timber to be £2 : 9—during 1833, £2 : 3—and after, £2 a load; and upon deals in the same proportion. And this change they now declared was to extend to Ireland.

The surprise with which this was received could be only exceeded by the indignant manner in which it was rejected. A most important regulation of trade had been brought forward as a question of finance. It had been urged that £600,000 must be raised for the public service, and that the interest of particular classes must of course give way to paramount objects of revenue; now it appeared that no more money was wanting, and the measure was presented in the new form of—a relief to the public, and a general regulation of commercial policy. What had been in February an item of ways and means for the current year, was in March a particular case under the abstract rule of free trade; the imposition of a new duty became a remission of taxation: the last scheme of the budget for 1831 was, by a rare specimen of transformation, changed into an act concerning commerce and naviga-

tion in the year 1835. It was impossible for ministers, after such a total change of front and face, to escape one of two suspicions, that there was something insidious, either in bringing forward a regulation of trade as if a mere question of finance, or in converting a measure of finance into a purely prospective regulation of trade. If the design was to change the course of commerce, why put this forward as merely a measure of revenue? if revenue only was the object, why, when that was abandoned as unnecessary, seek notwithstanding to change the course of this commerce? As such conduct could not be taken for a purely vindictive piece of mischief, which, desperate of attaining its own ends, sought at least to defeat and distress those of others, it seems to have been understood as an instance of gratuitous legislation upon abstract principles, unbecoming the gravity of practical statesmen to receive from the caprice of a precocious economist. Never was there a repulse more signal and exemplary. There is no form of rejection which could more strongly mark the opinion entertained, not only of the nature of the measure, but of the conduct of those by whom it had been thus proposed. Of 426 members present in the committee, 236 voted that the chairman should leave the chair, 190 opposed the motion, and it was carried by a majority of 46.

## EFFECT OF THE PROPOSED MEASURES UPON THE TIMBER TRADE.

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IN discussing what would be the probable effect of such a change as that proposed, it is necessary to consider both of the measures brought forward, as well that in February as this in March ; for though nothing can be more contrary than the principles of each as measures of finance, as regulations of trade nothing can be more identical. To reduce taxes, and to impose, are indeed different things ; but to burthen the production of one competitor with ten shillings, while that of the other is lightened by five, is the same as preserving the duties unaltered on the former, and reducing those on the latter by 15s. Indeed of the two measures the reduction of 15s. on the Baltic is rather the more objectionable ; and if any of the deputations to the Chancellor of the Exchequer, as he seemed to intimate, recommended such a course, they knew little of their own case, and entirely forgot, what the shipping and colonial committee have endeavoured to advocate throughout, the case and interest of the public. Duties on colonial productions if found too high may easily be

reduced, but duties on foreign commodities if found too low, are not always to be increased without inconvenience to foreign relations, and perhaps offence to, or importunity from, a friendly power.

In this argument, therefore, whatever reasons are urged to show the inexpediency of such an alteration as first announced, viz., the imposition of 10s. on colonial and the remission of 5s. on Baltic wood, will apply equally against the same measure in its new aspect, viz., of leaving the colonial duties as at present and deducting 15s. a load from the Baltic. Either case may be taken as an example of the same rule and principle, at least until the effect upon consumers and the revenue shall come under consideration.

It may be rendered evident by a few figures, that the colonial trade in timber and deals would have been most grievously injured by the duties proposed, and it is feared, have wanted little of being totally destroyed. The first cost, the freight, the charges, and some profit, however small, it is well known, must be first paid before anything can be collected in the name of duty, or trade and industry will soon come to an end. By comparing, therefore, the amount of these ingredients, which compose the whole cost of colonial wood, with the market price, which is regulated by the cost and duties of the foreign article, it will be seen at once what the former can bear, and at what point it must be abandoned for that of northern Europe. Difference, of course, there can be none, whether the wood of Canada is put out of market by enhancing its price through increase of its duties, or by reducing the prices

of the rival commodity through a decrease of duties on Baltic wood.

COLONIAL TIMBER.			BALTIC TIMBER.		
	Red Pine.	Yellow Pine.		Timber.	
	£. s. d.	£. s. d.		£. s. d.	
First Cost ....	1 10 0	1 0 0	First Cost ....	1 2 6	
Charges .....	0 6 6	0 5 0	Charges .....	0 5 0	
Freight.. .....	2 0 0	1 15 0	Freight .....	1 0 0	
	3 16 6	3 0 0		2 7 6	
Present Duty ..	0 10 0	0 10 0	Present Duty ..	2 15 0	
	4 6 6	3 10 0		5 2 6	
Proposed addi- } tional Duty }	0 10 0	0 10 0	Reduction at } first proposed }	0 5 0	
	4 16 6	4 0 0		4 17 6	
Average Price } the last three } years..... }	4 7 6	3 10 0	Average price } for the last } three years }	5 2 6	
Loss .....	0 9 0	0 10 0	Profit .....	0 5 0	

A Table in a subsequent page will show how the change proposed in the rate and scale of duties would affect Colonial deals. The reduction on foreign deals was from £19 to £16, and the increase on Colonial from £2 to £6, by the great hundred.

These statements will present as fair a view of the present state of the trade, and the effect upon it of the proposed alteration, as figures can exhibit. They may undoubtedly be varied by computations with reference to particular ports, but the average of the whole trade for the last three years can not, it is believed, materially differ from the above accounts.



The colonial deals ought principally to be contrasted with those of Norway, because from their relative dimensions, and from the effect of the change in the scale of duties, it is the Norwegian that will come most into competition with the colonial, and must utterly supplant them: unless perhaps any one can affirm, that of these rival commodities, if £4 be added to the duty on one, and £3 deducted from the duty on the other, or if a pure and partial deduction of £7 be made from either alone, both can still compete in the same market.

The new scale of duties has also a double aspect; first, it alters the relative duties on foreign and colonial deals; secondly, it introduces a new division of the dimensions upon which the charge is graduated; by the latter of which it depresses the Russian trade scarcely less than it prohibits the colonial by the former; and all for the benefit of the Norwegian. This effect will be best set forth by the tables following, which show what the present scale amounts to per load on the deals of the several countries, from which imported, and what change would be effected by the scale proposed.

*Average Size of Deals as now imported, with the Contents of 120 Pieces in Cubic Feet, and the Rate of Duty per Load of 50 Cubic Feet on each Description.*

	Length.	Thick- ness.	Width.	Cubic ft. in 120 Pieces.	Present Duty per Load.		
Foreign.	Feet.	Inches.	Inches.	Feet.	£.	s.	d.
Norway .....	12	3	9	270	3	10	4 $\frac{1}{4}$
Do. ....	14 $\frac{1}{2}$	3	9	326 $\frac{3}{12}$	2	18	3
Memel .....	18 $\frac{1}{2}$	3	11	508 $\frac{9}{12}$	2	3	3
Petersburg .....	20	3	11	550	2	0	0
Archangel .....	20 $\frac{1}{2}$	3	11	563 $\frac{9}{12}$	1	19	1 $\frac{1}{4}$
Canadian.							
Spruce .....	12	3	9	270	0	7	5
Yellow Pine .....	12	3	11	330	0	6	0 $\frac{3}{4}$

*Dimensions of which Deals could, and probably would, be imported under the proposed Scale of Duties, at the New Rates given in page 13.*

	Length.	Thick- ness.	Width	Cubic ft. in 120 Pieces.	Proposed Duty per Load.			Increase of Duty.			Decrease.		
Foreign.	Feet.	Inches.	Inches.	Feet.	£.	s.	d.	£.	s.	d.	£.	s.	d.
Norway ..	12	3	9	270	2	19	3	0	0	0	0	11	1 $\frac{1}{4}$
Do. ....	14	3	9	315	2	18	8 $\frac{3}{4}$	0	0	5 $\frac{3}{4}$			
Memel ....	16	3	11	440	2	7	8 $\frac{3}{4}$	0	4	5 $\frac{3}{4}$			
Petersburg .	18	3	11	495	2	7	5 $\frac{3}{4}$	0	7	5 $\frac{3}{4}$			
Archangel .	20	3	11	550	2	7	3 $\frac{1}{4}$	0	8	3			
Canadian.													
Spruce ....	12	3	9	270	1	2	2 $\frac{3}{4}$	0	14	9 $\frac{3}{4}$			
Yellow Pine	12	3	11	330	0	18	2 $\frac{1}{4}$	0	12	1 $\frac{1}{2}$			

A deduction of £3 the great hundred, equal to 11s. 1 $\frac{1}{4}$ d. per load, was to be made from the 12 feet deals of Norway, and an addition of £4 the great hundred, or 14s. 9 $\frac{3}{4}$ d. the load, made to the spruce deals of Canada. No competition could have stood this; yet on the 10 feet deals the difference would have been far greater.



Specious reasons, however, have been alleged for this scale of charges; in point of fairness, that it is more according to cubical contents; in point of policy, that it encourages the importation of wood in a state of less manufacture. From what use has been derived the latter reason, which would put consumers to the expense of paying freight, charges, and profit, upon waste and saw dust, need not be asked of those who, in destroying what is called a forced trade in wood, when they were at the same time destroying a voluntary and expenseless emigration, proposed to encourage the latter at the public cost; and offer, as a compensation for diminishing protection on colonial wood, to increase the protection on colonial corn. But however desirable this object, the new scale does little to attain it; for, except on the deals of Norway and Canada, the duties are still unequal to the duty on timber. On the other side, there are also reasons, to which this change in the gradations of the scale is no less opposed, both in expedience and justice. For as a question of justice, if the difference in the present scale of duties is to the advantage of Russia, from the larger growth of her trees, the difference of freight, from the length of the voyage, is also to her prejudice; and the former circumstance has never been made the exact criterion of our duties, though the latter has often introduced a greater distinction. Next, as a question of expediency, it surely is of no less importance to consider, whose ships are to import an article, of which the freight equals half the first cost, than whose saws are to cut it; and of the deals from Russia, almost all are brought in British ships; of the deals

from Norway, about one-tenth. There exists, however, no reason why the interests of British industry should not be consulted in both respects; or at least there can exist no doubt that, as far as it concerns Colonial deals, British industry would have been sacrificed; for to them these charges amount to a radical prohibition.

These effects seem to have been felt so strongly, that an attempt is made in the new scale to counteract them, by charging all deals as 12 inches wide, those of Norway being in fact only 9, while the Russian are 11. This attempt partakes of all the characteristics of the whole measure throughout—inconsistency in its principle, mistake in calculation, vigour to inflict, and impotence to remedy, the evil. First, a great preference is given to Norwegian deals, for the sake of charging the duties according to cubical contents; then the duties are not to be charged according to cubical contents, for the sake of counteracting the preference given to Norwegian deals. Let the deals and duties alone, for the sake of heaven! may well be the exclamation of the ship-owners and colonists; the injury first done to the trade was sufficiently oppressive, but the compensation proposed is equally ruinous. For a vast quantity of the Colonial deals, almost all those of spruce, are also of the width of only nine inches; and while counting nine for eleven is utterly inefficient to enable the Russian to compete with the Norwegian, (because the difference of duty thus made is 11*s.* 3*d.* a load, and the difference of freight is above 14*s.*) yet the additional burthen laid, by the same rule, upon Colonial, amounting to 4*s.* a

load, places their entire exclusion no less beyond doubt or redemption.

The effect of such a scale on Russian and Norwegian deals, may be exemplified by its operation in Ireland, where a similar system has for some time been in force, and where the importation of last year, from Norway, was 3,227 great hundreds, from the rest of Europe, 417; while the importation into Great Britain was, from Norway 9,700, from the rest of Europe 18,400. As the advantage Norway now possesses in Ireland is considerably less than that proposed in Great Britain, a similar result may be fairly expected, and consequently the decline of the Russian trade in deals cannot be thought exaggerated if taken at one half.

There are brought from the Colonies about 18,258 great hundreds of deals, equal to 105,895 loads, and requiring about 70,000 tons of shipping. This, therefore, was in deals the amount of trade and navigation to have been terminated by the new duties.

The quantity of timber imported from the Colonies amounts to about 393,531 loads, of which 100,000 may be red pine, 262,354 yellow, and 31,177 of oak or other timber.

As the difference made in timber is not quite so evident a prohibition as in deals, it may be urged, that though the duty were to be doubled, or 150 per cent. of its amount remitted to the foreign competitor, yet the other ingredients of the price can be reduced, and, therefore, the trade be continued at lower profits, indeed, to those employed, but equal gain to the revenue or the consumer.

Such reductions are, undoubtedly, the first resource to which industry resorts against the burthens and de-

rangements of government: but this resource is not inexhaustible, and, in the present case, has been long since employed beyond any useful result. Since the changes last made of duties on timber, and the repeal of discriminating charges on foreign tonnage, the British merchant and colonist have only been induced to carry on the trade by the barest saving profit; which but for the distresses of the ship-owner would have proved an invariable loss. The ship-owner has been compelled to submit to reductions greatly below, not merely the fair and ordinary rate, but below all living remuneration; his average freight from the Colonies having declined from three to two pounds the load. Why then, occurs the usual objection, why has he continued the trade? Because, though a man has sunk half his capital, he is not therefore the less anxious to save the remainder. Sell out the ship-owner could not, except at a sacrifice of fifty per cent.; and, to work out some portion of the other fifty, he must keep his vessel in employ. The force of hope and habit is enough for this, even if prudence did not direct it.

Ships, however, are still built. They are; but by either a different class of men, or for a different purpose, and in diminished number. There must always be a constant succession of the first class of ships, because some trades can be conducted in no other. If this class also has been overstocked, it was not so much by the ship-owners increasing the number, as that the shipbuilders have from the same depression been driven to force an employment. No new ships have been built by any person for the Timber Trade, nor have many entered it but those which, after a certain age, can

find employment in that alone. The same causes have even compelled the ship-owners, in the absence of all offers for charter, to send their ships on their own account to the Colonies for wood: in consequence of which partly it is, that the Colonial Timber trade has increased since 1821. The merchants at home, the colonists abroad, and the revenue, have all been living upon the ship-owner.

There cannot be given a better illustration of the extreme distress of the ship-owner, than the very circumstance so erroneously cited to prove that his protection in the Colonial Timber Trade is too high. For to such a pass have his freights been reduced, that to save the difference of duty between the wood from foreign countries and the wood from the Colonies, equal to only 45s. a load, for which sum, in 1821, he would not have gone for timber to Quebec or to Halifax, there are now some instances of his going first to Memel, and lading with wood, sailing thence to the North American Colonies and unlading it, then lading again there, and returning to the United Kingdom. To those who urge this evasion of the law as a proof of its inexpediency, it should be answered, that this voyage has only been accomplished by departing from the eastern ports of this country to Prussia, and thence to the most eastern ports of Nova Scotia, and home to the western of the United Kingdom; that as the instances in which it has even thus been performed are only five, the whole circumstance is very unimportant; that a small rise in freights to a living profit would effectually put a stop to what nothing but the ruinous depression of shipping could



have borne; that the advantages at present gained by this circuitous voyage do not all consist of the saving of duty, but are materially composed also of re-fitting and provisioning the ship for the double passage of the Atlantic at the cheaper rates of a Prussian port; and finally, that there are in the British Tariff many articles of home production which, if admitted from the British Colonies at a similar evasion of the duty, would pay better for a far more circuitous voyage; yet as that would not prove the home producer to have too great a protection, so neither does the circuitous importation of timber prove the protection of the colonial producer to be too great. It proves that such importations and evasions of the law ought not to be permitted; and in that both colonists and shipowners most heartily agree.

It proves also that freights are fallen to such a rate, no further reduction can be expected. Indeed another decline equal to that since 1821, would bring ships to a breaking-up price.

As little is the probability of any efficient reduction in the other ingredients of the present price. Labour, which is so cheap in the North of Europe, forms in Canada almost the whole of the first cost of wood. Want of other employment may, indeed, reduce this to a certain degree; no great however; or not only will emigrants cease to arrive or be employed in the country, but the settlers already there begin to leave it. The future reduction in the price of labour can scarcely keep pace with its increase in quantity, as the distance increases at which the timber must be procured. Nor is it more probable that the charges

and the commissions of the British merchant can be lessened, as his business becomes more contracted and his returns less certain. Yet suppose, by great efforts and necessities, a reduction is effected, unless either it equal 15*s.*, which is the amount of the reduction to be made in the relative charge on foreign and on Colonial timber, or an increase to the extent wanting take place in the prices of the Baltic, the timber of Canada may be excluded. For example, if the Colonial can be brought into this country and sold 10*s.* cheaper than at present, and Baltic timber maintains its rise of 5*s.* in the foreign market; or if the latter rise 10*s.* and the former can be imported at a reduction of 5*s.*, then, as the relative prices of both will continue the same, the importation may continue; but the consumers in that case will have to pay for it, and the only difference be, that 5*s.* or 15*s.* of the amount paid for Baltic, instead of going into the Exchequer, must be paid into the pockets of the foreigner. To expect, however, that the Colonist, in the production of an article costing from 20*s.* to 30*s.* can be made by an act of parliament to reduce the cost by 15*s.* or by 10*s.*, is altogether too preposterous for any observation; and whatever be his efforts, if he fall short of this by one shilling, they may avail him nothing; for the loss of one shilling a load will as effectually terminate the trade as the loss of nine. Thus, therefore, it is perfectly compatible, that the Colonial trade may be destroyed, the price of foreign timber increase, and the consumer not only gain nothing, but lose whatever is added to the revenue or to the Baltic prices.

The candour of the Chancellor of the Exchequer has rescued this part of the question from all contro-

versy. Not only has he confessed it his belief, that the Colonial trade would be most injuriously depressed, but has avowed the whole measure to be founded upon the principle and intention of transferring one-half of that trade to the North of Europe. His very financial computations proceed from such data, as is shown by the following official return, apparently the only one which has been much consulted:—

AMOUNT of Duties on Colonial Wood at the present Rates, and the Amount that would have been collected according to the Rates charged on Baltic fir.\*

	By the Colonial			Baltic.			Difference.
	Rates.						
1828 ....	£213,749	....	£1,251,922	....	£1,038,172	....	
1829 ....	224,108	....	1,494,867	....	1,270,758	....	
1830 ....	232,799	....	1,580,795	....	1,317,995	....	

By this return (upon which some remarks hereafter) it has been calculated, that half the above amount of Colonial trade would at double the duty yield the same revenue, and that half transferred to the Baltic would produce half of the above £1,317,995, which in round numbers is called £600,000. A strange mode, and a strange motive, for regulating the most important branch in the trade of a great commercial and maritime empire! Surprised as all have been at the department of government with which this measure has originated—

\* This computation is not only absurd in principle, but as far as concerns deals erroneous in detail; because 120 pieces, from Canada, have the average contents of 290 cubit feet, from northern Europe, 471 feet; while every 120 pieces, therefore, is charged, in the column of colonial rates, as yielding £200, and in the column of Baltic rates, as £1900, the amount in fact paid by the Baltic deals would be only £1168 : 10s., there being 100 colonial deals in every 61½ of the Baltic: so that the real difference is £968 : 10s., instead of £1700, little more than one half the charge in this return.



alarmed as some of the first interests of the country have felt at the consequences—there is something no less novel and unaccountable in the ingenuous coolness, with which those consequences are avowed and braved. But how, let it be asked, how is it to be ascertained that a change which, as is acknowledged, must destroy half the Colonial trade, would affect nothing beyond that proportion? If the operation of the duties could be limited to the destruction of one-half, would not the loss of that half also destroy a portion of the remainder? But how can it be foreseen that the injury to which is assigned the extent of one-half, may not involve three-fourths, or four-fifths of the whole trade?

It is perhaps conceived, that as one half of the Colonial wood now introduced is yellow pine, a description unknown in the North of Europe, its importation, notwithstanding the new duties, would have continued in nearly the same quantity. There are, it is true, some uses to which the much-calumniated yellow pine of Canada, (whose wood it suits the purposes of the anti-colonial party, at one time to depreciate as worthless, at another to represent as indispensable,) is found so peculiarly adapted, that were it less abundant, it would probably command a higher price than the best firs of Riga. But these uses are limited in number and extent. There are others again for which the yellow pine is nearly equal to the Baltic; the extent, however, of such uses depends entirely upon the relative prices of the two commodities; and the excessive difference now to be effected in that relation must operate in similar proportion on their relative use. It is also true, that the largest and best timber for masts is only found in

the forests of Canada, and so much undoubtedly would be unaffected by the change of duties. But this last is an inconsiderable quantity; about 5,069 pieces under 12 inches diameter and 3,595 loads above, together the freight perhaps of 5,000 tons annually. And neither this description of timber, nor the yellow pine, could be procured with the same labour and cost, if every other species of wood surrounding them is rendered unsaleable. For not one tree in 10,000 is fit for a mast, and groves of red pine are, as the country is explored, found so much more frequent than formerly, the yellow may possibly become the scarcer and dearer wood. Upon the whole, the quantity of timber required for masts, and of yellow pine, as well that which is indispensable, as whatever may possibly still obtain some preference after the change of duties, these, and all else which may remain, taken together, at the largest allowance, can hardly be estimated at one-fourth of the present importation. The decline, therefore, which it is conceded would have been one-half, might most probably be set down as at least three-fourths of the whole Colonial trade in wood. What would be the consequence?

EFFECT ON THE COLONIES.

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To ascertain the importance of the Timber Trade to the North American Colonies, it is necessary to know, what they were before this trade began, and what they have become since ; of which, although no person can conceive an adequate idea, who has not visited those provinces at each period, yet sufficient evidence may perhaps be also collected, by considering the nature of this trade, and the exchange it promotes, and by consulting official returns of the increase of those Colonies in population and commerce.

The first object of industry presenting itself to the planters of a new country like Canada, is the dense, lofty and interminable forest, which covers the face of every hill and valley from the mountain tops to the water's verge. If any means could be suggested, by which these woods might be converted into the various fabrics and instruments required for life and labour in every land, but produced only in the more cultivated, it is obvious, that instead of proving any obstruction to the colonist, the forest would become his greatest assistance. And it is one of the best examples of the triumphs of commerce, that this object, apparently no less difficult than desirable, is accomplished by the Timber Trade. With the simplest instruments, the rudest labour, at a season admitting of no other em-

ployment, and out of materials inapplicable to other purposes, the Canadian is enabled to bring home to his cottage the comforts and conveniences of life from almost every climate and country under heaven; the woollens and cottons, the manufactures of iron, leather, delf, and others, from Great Britain; the sugars and spirits of the West Indies; the teas of the East; in short, of all the contrivances invented to lessen the evils and add to the term and enjoyment of our painful existence, the most useful are thus brought into the daily consumption of every woodman in the forest. And yet a person has been heard to affirm, that the Timber Trade was not beneficial to those Colonies. Why? It introduces dissolute habits, and corrupts the manners of the inhabitants. From what acquaintance with the country was this assertion derived, or from information through what person? who having perhaps seen the woodmen making merry, as is natural, at finishing their labours and receiving their reward, has mistaken occasional excesses for constant habits, or committed the usual error of concluding against the general advantages of a measure, by reasoning from particular evils or a transitory abuse. The same person might almost as reasonably blame the pursuits of agriculture, on hearing the shouts of "harvest-home," and more justly condemn navigation, since seamen are so frequently indiscrete and dissolute in expending their wages. Whatever occupation collects men together for labour or refreshment, leads also to over-indulgence in spirits, which it is unfortunate for those Colonies the severity of their climate makes in some degree necessary, and the low duties on West India produce do nothing to

restrain. The extent of the evil, however, has been always as much exaggerated as its comparative importance. They who have only known or heard of the operation of the Timber Trade upon the Colonies by its effect, when first introduced, are very incompetent to judge of its present character. The high prices and abundant profits of that period have long since disappeared, and with them the inconsiderate undertakings, thriftless management, unskilful labour, and dissolute habits, with which, in consequence, the Colonists have in some cases been deservedly reproached. The employment of American axemen has also almost entirely ceased. The business is now done by the native settler and the emigrant, with equal improvement in the character both of the workman and the work. Frugality and sobriety are now no less likely to be observed in the Timber Trade than in many others, as there is none in which those qualities are more required or better rewarded; and the introduction of temperance societies into the northern Colonies is already diminishing the use of ardent spirits, beyond what the West Indians, at least, may perhaps imagine to be desirable for health and enjoyment: but in no country is there any occupation so dangerous to the habits, so fatal to the manners, and morals, of the people, as that idleness, which must there succeed to the loss of the Timber Trade throughout most of the country during five months of the year.

A more rational objection is that of those, who conceive that this employment has too much diverted the industry of the colonists from clearing and cultivating



the land. It is true, indeed, that the labours of cutting timber, and of clearing the land for cultivation, are not always, by any means, the same: but it is equally true, that the principal means of extending and accelerating the latter have been acquired in the former pursuit. By the proceeds of the trees fit for timber, the colonist has been enabled to remove those which are only an incumbrance, and to subdue the ground they covered to tillage and pasture, to erect his mill, and compel the creeks and rivers to assist him in grinding his corn and sawing his logs; while the work of felling and drawing, carried on in the forest, diffuses through the whole country a demand for the produce of his farm, bringing round the market to his own door; and thus both occupations mutually encourage and assist each other: while both are, in a great measure, compatible, being carried on at different seasons of the year. In fact, the Timber Trade has alone supplied that, of which the Colonies have been most in want—the investment of capital. It has given industrious settlers the indispensable means of employment in new countries, credit. It has made the labours of the last twenty years more productive of wealth and improvement to the Canadian provinces than, perhaps, the progress of half a century could have otherwise accomplished.

Persons who have had intimate acquaintance with the Colonies, the accounts published by intelligent travellers, the testimony collected by several parliamentary committees, (with exceptions admitting of easy explanation), agree in describing the great and rapid change made in those possessions since the Timber Trade commenced, the stationary and even languishing state

they were in before, and the sudden impulse of improvement, which thence has carried them forward to their present station in wealth and consequence; the same facts, however, may be rendered evident to others, by even the scanty statistics of their population and commerce presented in official returns. The whole British dominions in North America, which in 1784 are supposed to have contained 180,000 souls, can be fairly stated at the present moment to have increased to 1,200,000. Suppositions, however, may appear loose and uncertain, and it is much to be regretted that the census of their population has not been taken at such intervals, as to bear more directly upon the present question. In Nova Scotia, however, more exact accounts of the increase, from 1817 to 1827, have been kept and published, and which give the following results :

	1817.	1827.
Population of Nova Scotia.....	82,053	.. 123,848.

This, although the most accurate, is by no means the most favourable, instance of improvement, Nova Scotia being less engaged in the Timber Trade than some of the other Colonies, and having received less increase from emigration. It is remarkable, however, that those districts of the province, which have enjoyed the benefit of that trade, have advanced in far greater proportion than the others on the whole; the general ratio of increase, during ten years, being fifty per cent., while that of the eastern counties, the most engaged in this pursuit, has been from sixty to eighty. The increase in Upper Canada is still more surprising. That colony was planted in 1782, by about 10,000 persons.

The official returns gave it, in 1824, a population of 151,097, and, in 1830, of 211,117. Nearly half of the timber is brought from Upper Canada.

Accounts of the imports of all those Colonies, from the United Kingdom, offer more direct and satisfactory illustrations. The Timber Trade cannot be said to have been fairly begun in the Canadas before the year 1810. By comparing, therefore, the increase of their trade to the United Kingdom before and after that period, it may be seen, how far they abounded in those comforts and conveniences of life, which they import from this country, before they participated in the advantages of this trade, and how far they are more abundantly supplied since. It will be seen also, at the same time, how extensively and immediately the encouragement of this commerce has reacted in encouraging the home production of Great Britain.

In 1792, the last year of peace, the official value of their imports from Great Britain was £1,119,991. During the next nine years of war the average was considerably less. In the year of peace, 1802, their imports were £1,350,896. Increase in ten years, £230,905. The amount, in 1802, was greater by above £300,000 than that of any succeeding year, until the commencement of the Timber Trade in 1809. The average of the three years preceding 1806 was £1,045,615. The average of the three following, £1,834,120. During a period, therefore, of nineteen years previous to the Timber Trade, the imports of those Colonies from Great Britain, had not only increased nothing, but had actually declined. During the period of three years after the Timber Trade, those



imports, which contribute there so greatly to health and the enjoyment of life, were increased nearly eighty per cent. This increase, however, is too great to be all imputed to the doubling of the duties on foreign timber. The state of our relations with the American government had, no doubt, already affected the Canadian trade. But, to show no great allowance is to be made for that circumstance, it may be mentioned, that when the American intercourse was completely interrupted by the war, the Colonial imports were, in 1814, increased to £4,093,062.

This ingredient of our American relations, may be entirely neglected in comparing the returns of shipping employed between the Colonies and Great Britain, for the amount of shipping depends upon their exports, and their exports would be rather diminished, by American hostilities, than increased.

The shipping freighted with their exports entering inwards into Great Britain, was, in the year 1792, 33,176 tons. In the year 1802, it amounted to 41,201 tons, making an increase in ten years of 8,025. As the returns, from 1808 to 1814 are lost, perhaps by comparing, with this increase, that which took place in ten years, from 1807 (the year before any material alteration was made in the timber duties) until 1817, the different degree of advancement in those Colonies, with, and without, the Timber Trade, may be better understood. In 1807, the tonnage laden with their exports to this country was 63,681 tons. In 1817 it amounted to 211,031, an increase of above threefold. In 1825 it reached its highest point, being that year 489,844. The excesses of importation that year, in every com-

modity, have rendered it no fair criterion; but in 1829, a year of sounder character, the navigation so employed exceeded 431,000 tons, and upon the average of the last six years it amounts to 430,000.

By this increase of their exports, may be seen, what employment the timber trade has given to the industry of the Colonists; by the increase of their imports, what has been the fruit of their labours. In the face of these facts, to deny that such a trade is useful to them—to assert that one half of it may be suddenly destroyed, and the Colonies suffer no ill consequence, because they may turn to the corn trade—is like persuading a person it is good to part with one eye, because he may still see with the other, or to submit to the amputation of his right arm, that he may become more expert with the left. Surely the industry of a people is not to be directed to any particular pursuit, by depriving them of all other; it is rather by the rewards given to production that any enterprise is best encouraged; and what better premium can be devised for the agriculture of those colonies than the increased prices of its produce, consequent upon the increased trade in wood? This reasoning is confirmed by facts, which show that the labours of husbandry, in the mean time, far from being neglected, have been actually extended beyond the degree other circumstances could probably have admitted.

## Wheat and Flour exported from Quebec:

Years.	Wheat, Bushels.	Flour, Barrels.
1793 .....	487,000 .....	10,900
1794 .....	414,000 .....	13,700
1795 .....	395,000 .....	18,000
1796 .....	3,106 .....	4,300
1797 .....	31,000 .....	14,000
1798 .....	92,000 .....	9,500
1799 .....	129,000 .....	14,400
1800 .....	217,000 .....	20,000
1801 .....	473,000 .....	38,000
1802 .....	1,010,033 .....	28,300
1803 .....	360,892 .....	15,432
1804 .....	200,043 .....	14,067
1805 .....	22,016 .....	18,590
1806 .....	96,909 .....	10,997
1807 .....	231,543 .....	20,442

Thus far, to the commencement of the Timber Trade, these returns give no great proofs that the agriculture of Canada is greatly promoted by the want of employment in the forest; nor, if these returns be further pursued, (excepting the years of the American invasion,) does the introduction of that employment into the Colony seem to have interrupted or depressed its agriculture.

## Exported from Quebec:

Years.	Wheat.	Flour.
1808 .....	186,707 .....	42,460
1809 .....	228,015 .....	20,726
1810 .....	170,869 .....	12,519
1811 .....	843 .....	19,340
1812 .....	263,178 .....	19,237
1813 .....	— .....	517
1814 .....	— .....	1,217
1815 .....	— .....	1,920
1816 .....	— .....	1,137
1817 .....	145,660 .....	38,047
1818 .....	401,791 .....	30,545
1820 .....	37,895 .....	12,086
1821 .....	319,048 .....	45,369
1822 .....	318,483 .....	22,635
1823 .....	147,285 .....	47,247
1824 .....	4,710 .....	46,250
1825 .....	5,396 .....	41,901
1826 .....	718,016 .....	40,167
1827 .....	434,911 .....	132,288
1828 .....	134,057 .....	60,721
1829 .....	44,957 .....	25,060

Considering, that the population of Lower Canada has been nearly quadrupled within 40 years, that a considerable military force is to be fed there, that great public works are carrying on, six or seven hundred large ships arriving yearly, and 28,000 emigrants in 1829; the agriculture which has supplied all these increased demands, and yet maintained its amount of exports, seems at least as little depressed by the introduction of the Timber Trade, as it appeared to have been encouraged by its absence.

The following return from another colony offers a comparison directly in point, of the agricultural stock existing on the commencement of the Timber Trade, and the increase nineteen years after:—

STATEMENT of the Live Stock in the Province of Nova Scotia, in the Years 1808 and 1827.

	1808.	1827.	Increase.
Horses .....	6,763	12,951	6,188
Horned Cattle.....	56,972	110,818	53,846
Swine .....	27,695	71,482	43,787
Sheep .....	75,364	173,731	98,367

Similar returns from the other provinces would undoubtedly show similar results, and to a more favourable degree, as the increase of Upper Canada and New Brunswick has been much greater, both in population and production.

No disposition can be here intended to depreciate the agricultural interests of the North American Colonies, or the importance of the suggested admission of their corn duty-free. A change of policy more advantageous at once to them and to the United Kingdom, cannot be named nor desired. But because the proposed alteration of the duties upon their corn is desir-

able, the proposed change of duties upon their wood is not the less to be deprecated. For, in addition to the reasons already stated, and without counselling the Chancellor of the Exchequer to consider, by what chance of success, or what appearance of consistency, he is encouraged to ask Parliament to transfer to corn an extension of the same system, which he has just removed from the importation of wood; it may be called to mind, that while the injury inflicted with one hand is certain, is extreme, is instant, is so general as to touch almost every colonist, and many to the skin, the compensation suggested is uncertain in its enactment, distant and progressive in effect, inferior in amount, and moreover is partial in its application. The name Canada is commonly used in this country to designate the whole British Colonies in North America, a vast and various dominion, comprehending many differences of situation, soil, and climate. A portion of this country, the western and southern interior, is eminently fertile of the best and finest corn, more esteemed in the London market than any of foreign production. But the north-eastern districts nearer the sea, embracing part of Lower Canada, New Brunswick, and Nova Scotia, are far more favourable to pasture than tillage; and wheat is there so difficult and precarious a crop, that they always have imported it, and probably always will, for their own consumption. Now it is precisely from these districts that more than one half of the wood is procured. The injury and compensation, therefore, unfortunately, do not alight upon the same persons. Forests, mountains, lakes, and rivers intervene. There is a mistake in this reckoning of several de-



grees both of latitude and longitude. The measure, with regard to corn, if attainable, is excellent; but to offer it as a compensation for the loss of the Timber Trade, is like compensating the discharge of your carpenter by orders to convert his sawdust into wheat bread.

But, above all, what is to become of the capital invested by the Colonies in the conduct and advancement of this trade? Invested too, not merely on the tacit faith and encouragement of repeated Acts of Parliament, but after the express invitation, the anxious solicitation, of the ministers, when by the hostilities of Europe this country was in danger of utter destitution. These investments should not be estimated according to the immense wealth and enterprise of this country, but with reference to the means of that their amount is of most serious importance. The colonists themselves compute it, in steam mills, water mills, dams, wharfs, private canals, warehouses, and other establishments, at no less than £2,100,000. Besides which, the value of almost all the fixed property in the country, or at least in the lower districts, depends upon this trade, and, having risen with its rise, must sink with its decline. Let those who talk of the transfer of capital consider what is meant by capital, and then they will understand how far it can be transferred. Capital must be either the instrument of exchange, or the instrument of labour, or its materials, or its produce. The first is in these Colonies very inconsiderable, and is everywhere only used as the means of transferring the others. And which of all the others could in the present case be transferred from wood to corn? The mills, it is said, and at very trifling expense. Unless the materials be also transferred, the expense of altering the mills would be only



added to the loss. There are already in those provinces as many corn mills as would manufacture whatever increase of flour can be created or demanded. Transfer of capital exists only in the imagination of economists. It is in all cases the loss, the destruction, of capital, to a greater or lesser degree, and in this case to the greatest.

It would be of much assistance in this question, towards ascertaining the value of this trade to the Colonies, if an exact return of their exports to the United Kingdom could be given. It would then be seen at once what they have to send home, and what means remaining, to pay for their importations from this country, after their export of wood shall have been destroyed. As an approximation to such a return, the following account of the exports of the three principal ports, Quebec, Halifax, and St. John's, has been collected from colonial newspapers. It may not be very correct, but is still perhaps as worthy of attention, as the vague assertions, that there are other exports from those Colonies, besides wood, sufficient to pay for most of their importations, and to employ numerous shipping. Another assertion, no less vague and erroneous, has been made, that a large quantity of their timber comes from the United States. Of what kind? Red Pine?—The Americans have scarcely any. Yellow?—That is dearer with them than at Quebec. Oak?—The whole quantity exported is but about 30,000 tons, of which they may possibly have supplied one-fourth. Of staves one half may be American; of deals, one hundredth. The whole, including so much fir timber as is necessary to float the hard wood, can not amount to 40,000 loads, a fifteenth of the whole exportation.

## EXPORTS TO THE UNITED KINGDOM.

	FROM		
	Quebec, 1829.	Halifax, N. S. 1828.	St. John's, N. B. 1827.
Apples ..... barrels	12	4	
Apparel ..... chests	.....	4	
Arrowroot .. barrels & boxes	.....	6	
Battens ..... No.	63,021		
Beeswax .....	5,880 lbs.	52 casks	
Bones .....	.....	8	
Coffee .....	.....	158	
Copper .....	.....	2 tons 7 casks	
Copper Coins .....	.....	2 casks	
Cranberries ..... barrels	3	27	
Cotton Wool ..... bales	.....	235	
Cassia ..... boxes	.....	3	
Canoes ..... No.	1	3	
Coal and Copper Ore . brls.	.....	23	
Capelin ..... cask	.....	1	
Deals .....	1,554,400 No.	416,190 feet	8,000 Mjt
Deal Ends ..... No.	43,558		
Essence of Spruce . . boxes	5	3	
Furs .....	.....	41	
..... truss	.....	1	
..... bbls.	374	10	
..... No. pieces	37,334		
Fish .....	.....	107	800 bxs.
..... barrels	3	119	100
Flour .....	2,863	3	
Hides .....	100	25	
Horns .....	.....	1	
Herrings ..... boxes	.....	106	
Handspikes ..... No.	21,798	364	2,800
Iron .....	.....	293	
Knees .....	.....	86	
Lignum Vitæ .....	.....	2 tons 126 pcs.	
Lathwood ..... cords	1,017	323	3,189
Logwood ..... tons	.....	25	
Molasses ..... puns.	.....	114	
Masts and Spars ..... No.	3,574	539	5,170
Oil, Castor .....	.....	19	
—, Fish .....	.....	38 tons 38 glns.	
Oak .....	43		
Oars .....	25,482	946	43,302 ft.
Pearl Ashes ..... cwt.	31,766		
Poles and Rickers .... No.	.....	108	
Pork .....	3		
Plank, Pine ..... feet	.....	1,821,777	
..... pieces	148,253	3,881	

## EXPORTS TO THE UNITED KINGDOM—(Continued.)

	FROM		
	Quebec, 1829.	Halifax, N. S. 1828.	St. John's, N.B. 1827.
Plank Hardwood.....feet	.....	254,254	
Pot Ashes .....cwt.	105,600		
Rum .....puncheons	.....	122	
Seeds .....boxes	.....	1	
Shooks .....packs	237	28	
Staves .....No.	1,850,451	1,011	1,200,000
<i>pipe &amp; puncheon</i>	3,992,492		
<i>barrel</i>	291,553		
<i>billets</i>	.....	4,567	
Stave Ends .....cwt.	83,383		
Skins, Seal .....puncheons	.....	10	
—, Moose .....No.	.....	18	
Shingles .....No.	.....	7,900	
Tongues and Hams ..boxes	3		
Timber, Fir .....tons	167,132	20,859	} 186,332
—, Hardwood .....tons	41,100	3,286	
Tree Nails .....No.	1,650	1,300	
Treacle .....hogsheads	.....	6	
Wheat.....minots	40,462		
Other Corn and Pulse....	12,153		
Whiskey.....puncheon	1		
Cases of Foreign Mer- }	230		16
<i>chandize</i> ..... }			

Persons, however, are not wanting in this country, who deny or disregard the whole of these facts. One has plied up the St. Lawrence in steam boats, or, to become more thoroughly acquainted with the country, been driven asleep along its banks; another has never been in Canada indeed, but has a brother who travelled through it, (like the lad, who was never confirmed, but his brother had been vaccinated); the family, if not the fortunes, of a third, are engaged in the rival Timber Trade of the United States, upon which recommendation he is selected to visit and report upon the

Canadas; and a fourth needs no information, disregards all particular cases, having been made free of the universal science of trade, by which all difficulties are cut short, that liberal compendium of political economy, which supersedes the necessity of all inquiry into situations, climates, soils, habits, and other circumstances, of a country. These persons oppose their own opinions to the whole Colonial and shipping interests of this country, and challenge the public preference. In this they may be right; they certainly are pardonable; but perhaps their case would lose little in either the graces of style or the forces of argument, if they could conduct it with less frequent use of opprobrious epithets, and charges of “*want of education, ignorance, incapacity, folly, imposition, mystification, affected language, and nonsense, &c. &c.*,” which have of late been so coarsely and gratuitously edited. It should be enough, that contempt for “*declamation*” and “*fine writing*” is abundantly discovered, at least in the latter case, by their adopting a style, to which such an epithet could never be attributed. But it is as idle in the present controversy, to cite anonymous letters from a Canadian Seigneur for opinions, as to resort to the Westminster Review for facts. The question is not to be decided by personal testimony, where deductions may be made from statistical returns. Or if personal testimony and opinions are to avail, it is not sufficient to state that you have been connected in trade with Canada, and have a brother long resident in those countries; say, whether you are now connected with their trade in timber? whether you have any stake in that country, any fixed property, pledged to abide the consequences of your present efforts? or

whether, after having published these statements, you intend ever to reside in that country, and look in the face, and grasp the hand, of those Colonists, whom you have endeavoured to relieve from the nuisance of the “ abominable” timber trade? For not till this is answered in the affirmative is such testimony to be contrasted with that of governors, who have returned from those Colonies, followed with the regrets of their inhabitants, and able, for evidence of their capacity in understanding and serving the best interests of that country, to cite both the public addresses brought with them, and the public acts and works left behind. It need not be inquired, whether people here be likely to hesitate between these two opinions thus supported; for the fact in issue has, as far as opinion is concerned, been already decided. The Colonists themselves have spoken; (and who is there in this country, who can claim better to understand the character and interests of that, than the Colonists themselves?). Their addresses, their petitions, their most earnest prayers and entreaties, to the imperial government, are now on the way home from every quarter of these provinces, are in part already arrived, exclaiming and protesting with one voice against the ruinous effects of the measure proposed, and reiterating the same arguments, and confirming the same facts and opinions, which their friends had here advanced. The assertion of no individual, however gifted, can avail much against so general a declaration of whole towns, counties, legislatures, and provinces; nor can any person longer refuse to agree with them in believing, that however such measures may affect other interests, as far as the Colonies are concerned, no greater injury could be suggested.

## EFFECT ON EMIGRATION.

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THE emigration from the United Kingdom to the Canadian provinces is now become scarcely less important, as a relief to the surplus population of this country, than as an accession to the numbers and industry of the Colonies. During the present year 28,000 persons have arrived at Quebec from Great Britain and Ireland. The number to the lower ports is stated at 12,000 more. And so ready and abundant has been the employment found for this influx of 40,000 persons, that few of them have either become chargeable to the Canadas, or left that country for the United States. It is interesting to compute the amount of relief which this emigration must afford, either to the poor operatives, by withdrawing so many supernumerary labourers, or even to the poor rates, by the removal of so many paupers. Their subsistence in this country would, at 5*s.* a week per person, amount to £520,000 per annum. As emigrants are generally of a middle age, between 20 and 40 years, this annuity, taking the average of their lives at 30 years, is, at 16 years' purchase, equal to a capital of about £8,400,000. This sum, therefore, represents the gain or saving to the country from such an emigration, the labour of these emigrants being not only not required, but by their absence the condition, of at least an equal number remaining, rendered



more comfortable. Nor is this estimate to be less regarded because these emigrants were not all paupers, nor all from that part of the United Kingdom which pays poor rates. It is enough that their existence must in all parts have been supported, either by charity, or by displacing the labour, or dividing the bread, of others, or by crime, or in want and disease. The above sum therefore represents, as truly as figures can, the injury thus spared, or to be suffered, by the community, either in money, or in misery. But more, these emigrants are enabled, under the present system, to become in the Colonies purchasers of British manufactures to the extent of above 30s. per person, or £60,000 per annum. In addition, therefore, to the negative advantages, they soon create a positive employment for the productive industry of the mother-country to that amount. And this again, as a perpetual annuity, is equal to a capital of £1,500,000. And in this view, both the burthen, of their descendants, if at home, and the advantage, if in the Colonies, are entirely omitted, though the number would probably double, in the former case, once perhaps in fifty, and in the latter, every twenty-five years. These £9,900,000 of yearly relief and benefit to the population and production of the United Kingdom, multiplied by a term of years, (and it cannot be unwise to attempt to look forward at least ten years into futurity,) will represent, in the only light now regarded by economists, in the figures of £90,900,000, the measure of these astonishing results, the progress of which, being silent and secret, escaped notice in the alterations proposed, or was perhaps to be sacrificed to a trifling question of finance.

It will, of course, be readily denied, that the proposed change of duties could have had any effect upon emigration to the Colonies. For answer, it is insisted, that the effect would be felt in three ways. First, in diminishing the opportunities, and increasing the expense, of the outward passage, which can at present be obtained so frequently, cheaply, and from so many and convenient points, that the timber ships are commonly said to have made for emigrants a bridge over the Atlantic. Next, the effect would be felt indirectly, but most importantly, from the poverty and general distress of the country, to which they are conveyed; as no one will contend that any people, having no manufactures, can be deprived of one half of their principal, and in some Colonies almost their only export, and yet receive and employ an additional population. Thirdly, emigration would be directly checked, by want of that source of industry, which is immediately offered in the timber trade. For, although not many of the emigrants are axemen, nor of much service at first in making timber, yet there is in this no mystery, with which they do not soon become acquainted. In the meantime, they are employed as labourers in the towns and upon farms, where they serve an apprenticeship, as it were, to the habits and seasons and business of the Colony, and afterwards take up new land, and enter upon the customary engagements and pursuits. But others are, immediately on their arrival, employed in the forest, from which, if the older settlers are now to be turned back, not only will the agricultural and other labours be occupied by them, but their means lost of hiring the emigrants. There needs, therefore, no more argument

to show, that as the industry of the country is paralysed, and its first and principal resource rendered worthless, so not only will less employment be there found for future emigrants, but those already planted will become as needy and idle there, as they had been at home. That the emigrants may then go to the United States, will perhaps be answered by those, who think enough do not go thither already, or as many, as the Americans are willing to receive. Still, however, if the same number in the whole continued to emigrate yearly, and their destination only were changed, there would yet be this difference, not merely politically, of their multiplying the number of adversaries, instead of subjects, but commercially, that they settle in a country, where they are forbidden to use British manufactures, by duties of from 50 to 150 per cent., instead of a country, where they are forbidden to use any other, by duties of 20 and 30. The value of which difference is, that the British Colonists purchase of us per person nearly four times as much as the Americans, or any other foreign people, except the Portuguese, whom treaties had in some measure placed commercially on the footing of Colonists.

But is it certain that the Americans would receive additional emigrants, to this number, and of that description, which it is most desirable to send abroad? The legislatures of some of their states have already prohibited the landing of any poor persons, unless security be first given that they shall not become chargeable: under which law, as is said, a ship with 160, having been warned off the coast during the past season, perished with all on board. The result of such

regulations is, as was intended, to obtain a far more useful class of settlers, and whom we least wish to alienate, emigrants with some capital, and to repel those, whose departure is most expedient, both for us and themselves.

This conduct of the Americans, there is danger, lest our own Colonies be, by the present measure, absolutely compelled to follow. They have for some time borne upon their poor rates the support of many diseased and impotent persons from the United Kingdom, who not only have no property, which is not an objection, but neither the age nor strength fit for a plantation. The activity of the timber trade has hitherto made such burthens transitory or tolerable, but the embarrassment and distress succeeding its abandonment will, if even half the number continue to arrive, create such additional charges as cannot possibly be supported. Deprived of their principal employment, these Colonies will be not only utterly unable to maintain such emigrants, but even unwilling to receive them, without assistance from the parent country.

To take up the subject of colonization, as a public object, at the public cost, may or may not be expedient, may or may not have become necessary; but at all events it cannot be wise, either to impoverish the country to which such Colonies must be sent, or to check and arrest the voluntary emigration thither, which can alone spare or defer a great national expense.

## EFFECT ON THE MANUFACTURERS.

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THE effect of the Timber Trade upon home consumption and production, is by no means the least important relation, in which the subject should be considered. It has been lately advanced as a first principle, that in the imposition of taxes, their effect, not upon the producer, but upon the consumer, was to be regarded as the rule and scope of their measure and design. Whether there can really be this difference of interest between the producer and consumer, may perhaps be called in question; but granting it to exist, as assumed, upon what reason is the latter preferred? Is it consumption, then, that constitutes public wealth, and not the industry of production? And provided those who make way with the fruits of labour are busily and cheaply employed, may those who supply them be safely neglected? It is the productive industry of the country, assuredly, that should first be consulted, as another authority has observed, with more sagacity, had he not at the same time appeared to conceive, that our productive industry was most concerned in cultivating the tobacco of foreign countries, or in snuffing and smoking it in our own; or, no less erroneously supposed, that duties of 50 per cent. being a sufficient bounty upon smuggling, if he reduced them from 12



to 600 per cent. he might dispense with the whole coast guard.

The effect of the proposed system upon the productive industry of the Colonies has already been shown; but with regard to the productive industry of the manufacturers of the United Kingdom, and the effect the Timber Trade has upon them, let the amount of purchases made of them, by each of the competitors for this trade, the foreigner and the colonist, be compared, and then let it be judged, whether of the two proves the better customer, and what is to be gained by preferring the Baltic to the Canadian wood.

The accounts subjoined are taken, not from such returns as were most desired, but such as could most readily be obtained. They show at once the relative value, to the home manufacturer, of the Baltic trade and the Canadian, and also their relative increase within a late period of four years.

*Principal Articles of Home Production exported from the United Kingdom to the North of Europe, and the British North American Colonies.*

COTTON GOODS.			
1824.		1828.	
	Yards.		Yards.
Russia .....	2,646,871		2,502,267
Sweden } .....	403,054	} 21,864 364,505 248,416 9,100	
Norway } .....			
Denmark .....	461,609		
Prussia .....	436,283		
	1,300,946		543,885
	3,947,817		3,046,152
British North American Colonies ..	5,580,723		9,202,255



## LINENS.

	1824.	Yards		1828.	Yards.
Russia .....		724			2,155
Sweden } .....	7,660		{	3,066	
Norway } .....				9,393	
Denmark .....	862			10,787	
Prussia .....	103			14,254	
	—	.. 8,625		—	.. 37,500
		9,349			39,655
British North American Colonies ..	2,192,624			2,834,642	

## WOOLLENS.

	1824.	Pieces.		1828.	Pieces.
Russia .....		37,198			38,515
Sweden } .....	1,359		{	355	
Norway } .....				1,663	
Denmark .....	1,818			1,356	
Prussia .....	1,687			123	
	—	.. 4,864		—	.. 3,497
		42,062			42,012
British North American Colonies ....	76,345			63,558	

## WOOLLENS.

	1824.	Yards.		1828.	Yards.
Russia .....		123,926			127,126
Sweden } .....	6,168		{	1,940	
Norway } .....				9,232	
Denmark .....	17,542			3,700	
Prussia .....	4,707			772	
	—	28,417		—	.. 15,644
		152,343			142,770
British North American Colonies ....	938,897			1,123,276	

## LEATHER.

	1824.	lbs.		1828.	lbs.
Russia .....		1,318			1,445
Sweden } .....	2,134			255	
Norway } .....				979	
Denmark .....	2,468			36	
Prussia .....	196			—	.. 1,270
	—	.. 4,798			2,715
		6,116			
British North American Colonies ....	445,640			324,305	

## EARTHENWARE.

1824.		1828.	
	Pieces.		Pieces.
Russia .....	435,520		122,813
Sweden } .....	632,522	{ 34,620	
Norway } .....		{ 512,442	
Denmark .....	607,983	536,534	
Prussia .....	105,495	43,772	
	<hr/> 1,346,000	<hr/>	1,127,368
	<hr/> 1,781,520	<hr/>	1,250,181
British North American Colonies ..	2,567,561		1,745,207

## IRON AND STEEL WROUGHT AND UNWROUGHT.

1824.		1828.	
	Tons.		Tons.
Russia .....	65		44
Sweden } .....	21	{ 120	
Norway } .....		{ 41	
Denmark .....	172	477	
Prussia .....	14	1,089	
	<hr/> 207	<hr/>	1,727
	<hr/> 272	<hr/>	1,771
British North American Colonies .....	6,442		5,930

## HARDWARE AND CUTLERY.

1824.		1828.	
	Cwts.		Cwts.
Russia .....	2,532		3,080
Sweden } .....	774	{ 107	
Norway } .....		{ 335	
Denmark .....	836	764	
Prussia .....	740	544	
	<hr/> 2,350	<hr/>	1,950
	<hr/> 4,882	<hr/>	5,030
British North American Colonies .....	14,845		15,412

All other articles of British and Irish manufacture exhibit a similar result, some in a greater, some a lesser degree, with the exception of salt, coals, machinery, unwrought tin, and cotton twist. Exceptions, which all illustrate the principle and object of the present argument, but which are so trifling in amount that none re-

quire particular notice, except the first and the last. Salt is in Prussia a government monopoly, and it seems to be considered in that country no offence against the treaty of reciprocity, to purchase that salt only which is brought in their own ships. And as the freight thither, of this article, bears so great a proportion to its value, its exportation offers nearly as little encouragement to British industry, as coals, and machinery, and cotton twist, by purchase of which the foreigner makes, whatever of our labour he employs, the very means of employing no more. This is eminently the case in cotton twist, of which one half of the whole British exports to these countries consists.

#### EXPORTS OF COTTON TWIST AND YARN.

1824.		1828.	
	lbs.		lbs.
Russia.....	11,923,029		14,882,644
Sweden } .....	205,765	{ 321,294	
Norway } .....		{ 14,865	
Denmark .....	117,412	164,207	
Prussia .....	58,167	48,360	
	<hr/> 381,344	<hr/>	548,726
	<hr/> 12,304,373		<hr/> 15,431,370
British North American Colonies.....	18,007		66,520

Let the manufacturers of every commodity examine these and the other articles of our production and trade, and say with which of these competitors it is more the interest of the home producer to deal? with our own Colonies, whose population of 1,200,000, furnish a demand equal to £1. 13s. 4d. per person, for commodities in the last stage of manufacture, or with the foreigners of northern Europe, who, though 47,000,000 in number, are permitted by their governments, or induced by their wants and habits, to pur-

chase, of our home productions, to the amount only of one shilling each, and purchase almost exclusively such articles, as are not so much the employment of our labour, as the instrument or materials of their own, and consequently do less to encourage British industry, than to rival it and depreciate ?

But it is asserted, that the exports of our manufactures to the northern powers will increase, as our import thence of wood increases. To create an extensive or beneficial intercourse between our own and a foreign country, it is not enough that we should only import from them: two things further are necessary; first, that their habits and wants should be such, as to desire importations from us; next, that their laws of trade be such, as to permit those desires to be gratified. We have increased our importations from France, since 1817, from £518,353 to £3,159,307, in 1829; yet our exports thither have declined, between the same years, from £1,649,181 to £643,303. As long as the northern powers adhere to their tariffs, it will be in vain for us to court their custom, by sacrificing our intercourse with the Colonies, whose laws of trade are acts of the imperial parliament. It is upon the foreign tariffs that our exports to foreign countries are found to depend, and not upon our duties on their timber. Compare the trade of Great Britain to the north of Europe, in the last year of peace, 1802, before the present system of duties began, with our trade thither in 1819, when the protection to colonial wood was greatest, and in 1829, after that protection had been reduced by 22*s.* 6*d.* a load.

# IMPORTS INTO GREAT BRITAIN.

From.	TIMBER.			DEALS.		
	In 1802.	In 1819.	In 1829.	In 1802.	In 1819.	In 1829.
	Loads. 10,994	Loads. 11,372	Loads. 4,871	Loads. 91,239	Loads. 108,346	Loads. 163,361
Russia . . . . .						
Sweden . . . . .	1,244	7,994	1,170	39,154	41,673	28,125
Norway . . . . .						
Denmark . . . . .	38,824	24,750	16,427	144,482	67,786	45,019
Prussia . . . . .	184,034	58,748	113,896	30,205	46,986	51,775
	224,102	91,492	131,493	213,841	156,445	124,919
	235,096	102,864	136,364	305,080	264,791	288,280

## TOTAL EXPORTS FROM GREAT BRITAIN.

## OFFICIAL VALUE.

To	1802.	1819.	1829.
Russia . . . .	£834,412	£1,630,047	£1,849,312
Sweden . .	£33,229	£40,419	£52,643
Norway } 194,549		60,171	80,711
Denmark } 184,923		184,923	185,954
Prussia . . . .	433,734	435,155	224,994
	661,512	720,668	544,302
	£1,495,924	£2,350,715	£2,393,614

It would be long to comment upon all the parts of this trade; let that of Prussia be taken, as the most striking illustration of what the others also evince in a lesser degree. Between 1802 and 1819 our importations from that country of timber and deals seem to have declined by 109,505 loads, while our exports thither exhibit a small increase. Between 1819 and 1829 our importation had increased by 59,937 loads, and our exports declined nearly one half. The old adage, that it requires two to make a bargain, is not more certain, than that it requires the consent of two governments to make a trade between two countries.

It has been formerly asserted, that Prussia is partly supplied with British manufactures through the North of Germany; and so convenient is it to resort to and over-rate suppositions, the exact value of which cannot be ascertained, that it is now also alleged, that the refusal of Norway to import our manufactures is likewise



to be accounted for in the same way, her abundant supplies from the North of Germany. It is scarcely worth while again to appeal to the geography of countries, and referring to maps, inquire, why the demand, which is insufficient to invite British manufactures to that country, in the direct voyage so frequently made by Norwegian ships, should be able to attract those goods, by so circuitous and varied a route, over seas and mountains, with multiplied transshipments, and gratuitous cost, labour, and risk: for the ultimate answer to be expected is, that whether our manufactures go thither or not, is altogether a most unimportant circumstance; since if this wood is not paid for at all, the loss is not ours; and if paid for, it must be directly or indirectly paid in British manufactures: and they ask, where is the difference, whether you send these to Prussia for wood, or to South America for gold, and give that gold for the wood of Prussia?

In a country which has suffered so lately, and much, from the fluctuations of the circulating medium, it can hardly be contended, that its increase in value, that is, its decrease in quantity, or its exportation, does not tend to embarrass commerce, distress debts and credits, affect prices and contracts, and depreciate property. And if that country have also a conventional instrument of exchange, whose value as a commodity is nothing, but depends entirely upon its being probably convertible into gold, the exportation of gold, as it diminishes that probability, has a doubly injurious effect,—first, by enhancing the value of specie, and next by impairing the credit of its substitute. It is not indeed every

exportation of gold that produces those effects ; but every such exportation has a tendency to produce them, varying only in degree. That gold returns again, is the remedy which corrects the evil, but does not prove that its exportation is none ; unless it can be shown, that its exportation to one country, increases its importation from another. If, for example, by transferring the Colonial Timber Trade to the Baltic, £1,000,000 more of gold be annually exported from this country, how will that produce an importation of gold to an equal amount? How will it enable us to dispose of £1,000,000 more of manufactures? Send them to South America, say the economists, and there exchange them for gold. The process is not so simple. We already send thither as much as they want, or more than they can pay for. They do not in that country give away gold for asking ; nor do they stand ready to give us more, because we offer more manufactures ; nor have they more there to give, than they owe us already ; nor if they had, should we then have a greater abundance here, than requisite to secure us against panics, and to purchase whatever commodities we cannot obtain by the barter of our own. As gold and silver are the necessary instruments of exchange, and as the greatest injury to commerce is to be destitute of them, every country not producing them, which pays away or exports more of them than it receives, must, in a given time, be reduced to this destitution ; and every trade, which promotes this exportation, must so far promote this destitution, and therefore be so far injurious. But with regard to our manufactures, it is

necessary, either to point out in what country an additional market can be opened for them, equal to that abandoned in the Colonies, and in consequence of the abandonment, or to confess such a measure an entire loss of so great a market.

There is also another class of producers, less extensively indeed, but more directly, perhaps, concerned in the existing system, the proprietors and planters of land, by whom the suggestion of a possible gain, in the expense of the trifling quantity of foreign wood used upon farms, has been rejected, with the derision it deserved. It is a most fortunate circumstance for the British provinces in Canada, that their interests generally coincide with, and promote, those of all the great productive classes of these kingdoms; so that the same principle, and measure, of encouragement to the Colonies, adjusts also the fairest, and most equal, protection, to all departments of British industry at home. For as on the one hand, those Colonies are capable of furnishing quantities both of corn and wood, sufficient to save us from scarcity, or dependence on foreign supplies, (and wish and need to receive from us our manufactures in exchange); so, on the other hand, their distance operates as a sufficient protection to the home production of either article, though admitted duty free: while that free admission, coupled with the present protecting duties on foreign importations, reconciles and serves at once the claims and interests of all parties,—the colonists and manufacturers, who produce and exchange commodities,—the emigrants, who are removed from where burthensome and miserable to

where useful and happy,—the consumers of corn and wood, who desire greater abundance of the former article, and can obtain no greater of the latter, than by the existing system,—the landed proprietor, whose production will still find an adequate preference—and the ship-owners and seamen, who carry on this exchange of wealth, and guard its security. Encouragement to the corn of Canada is not only best given, by encouraging the more general and preliminary occupation in the forest; but the two trades are identical in principle, and similar in their effect, as well on every other interest, as particularly upon manufacturers and consumers.

## EFFECT ON THE CONSUMERS.

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THE interest of the consumers is always made the most prominent part of the case with those, who oppose the Colonial Timber Trade; which, say they, under the present system, forces upon the market an inferior article at a greater price, and compels us to pay dear for bad wood.

As to the inferiority of the article, it should be remembered, that there are imported from Canada two species of fir timber, of which one only, the Red Pine, can be fairly compared with the Baltic. The Yellow or White Pine, not found in the North of Europe, is for certain purposes, (as musical instruments, the inside work and panelling of houses, and some others,) preferable to any wood whatever, because larger, less knotty, and more easily wrought. For many other uses, however, it is undoubtedly unfit, and particularly is found to decay in this country, if excluded from the air. But for whatever purposes the yellow pine may be less suitable, for these, and for every other, the red pine of Canada is fully equal to the best firs of Norway or the Baltic. In point of strength and tenacity, the experiments and testimony of Sir Robert Seppings

placed the respective merits of each before the Committee of 1821, in the following comparison:—

	Average specific Gravity.		Breaking Weight.		Ultimate Deflexion.
Canada Red Pine....	.657	....	511 lbs.	....	5.82 inches.
Riga Fir .....	.753	....	422	....	6.00
Norway Spar.....	.577	....	655	....	4.00

The durability of the red pine, as compared with the Baltic, is a contested point, upon which too little experience is yet had, and too few facts collected, to decide. There certainly have been instances of its rapid and entire decay within a very few years; but not more rapidly, nor more entirely, nor within fewer years, than the best English oak also has been found to perish, in a similar manner, and situation. The nature and causes of the disease called the dry rot, are too little known, to admit of being ascribed to any peculiarities in Canadian timber, except, indeed, by those who, with as little evidence, hesitate not to impute to it also the introduction or propagation of certain vermin; though this nuisance is at least equally prevalent in parts of Europe, where no wood from America was ever seen, and existed in this country long before the discovery of that; while the other complaint of the dry rot has never made its appearance in Canada to this day. Such prejudices deserve no better answer than, that as the vermin alluded to were known in this country before the Colonial trade in wood began, they must, if imported in timber, have come over in the Baltic, which being cut on the river Bug, has probably transmitted to them a name from the place of nativity.

In point of dimensions, and other respects, there is no great difference between the two woods, except that



for fineness of grain and fibre, the red pine is considered superior, being apparently of slower growth.

How then does it happen not to command the same price in the same market? First, there is a difference, in the hewing and squaring of the timber, in favour of the Northern European, amounting to about 10 per cent. Next, there is that, which is so often found to depress the price of many new productions, which for years after their first importation affected in a similar manner the sale of Petersburg deals, which has but lately been overcome in the use of Canadian hemp,—prejudice, and the force of habit; these, with numerous persons, have still continued the undue opinion created against Canadian timber, when its use was new, and its qualities unproved. Then, the difference between the two species, of red and yellow, has not been always known, or observed, and the latter having, through inexperience, been at times applied to purposes for which unfit, has consequently thrown discredit upon the whole wood of the country. Another reason has been, that the duty on Baltic timber has prevented any but the very best from being brought to market. And lastly, there has been the artifice of interested persons, who have availed themselves of the causes just stated, and of every other opportunity, to calumniate merchandize which competed with their own. The red pine, however, has gradually advanced in use and favour, notwithstanding these obstacles, and is now more than ever esteemed. As conclusive evidences at once, of the merits of the wood, and the calumnies prevailing against it, may be mentioned,—the assertion, lately heard from high authority, that it was excluded from use in His

Majesty's navy,—and the advertisement, at the same time circulating in the daily papers, from the Commissioners of the Navy, demanding it, and in large quantities, for His Majesty's yards; an advertisement which has almost yearly made its appearance, since, in 1809, a contract was made by those Commissioners for 30,000 loads of Canadian timber, at four pounds a load cheaper than the Baltic.

With regard to other descriptions of wood,—the inferiority of the oak timber, and spruce deals, from the Colonies, is acknowledged, and the only question made, is of the degree; but the rock-elm of Quebec is, for strength and durability, unrivalled by any naval timber, and the masts of Canada are the largest, and finest, in the world.

But still the Colonial wood costs us more, under the present system, say its opponents, and the consumer must be preferred and be relieved. From what class of consumers is it, that this cry is raised for such relief? Where are the petitions against the present duties? From what town, what manufactory, or what individuals? Comes this clamour against Colonial Timber from any trade, any interest, any industry, in this country; or from those only who have no trade but politics, no interest but that of disputants, and whose capital is invested in the industry of foreigners? Of all materials for manufacture, there is not one, which can more fairly and conveniently bear taxation, than wood. The present charges are so far from proving too high, that many loads are annually consumed for fuel. Among other advantages, it has been the peculiar happiness of this system, that without impeding any manu-

facture, or enhancing prices so far as to embarrass any consumption, a very important revenue to the country has been created. Or, if the excessive cost of timber had produced any great inconvenience, the ship-owners, who build with it, should have first made the complaint: they, however, attribute their depression to far different causes, and consider the proposed measure as their last and worst of misfortunes. Or, if they use too little of any but native wood, yet the timber merchants, who deal in that article both foreign and colonial, have they petitioned upon this subject? They have; and, with some two or three exceptions, all in London condemned the change proposed. But even if any department of trade or industry could be pointed out, as demanding such relief, there exists already a better method of affording it, long used and approved, the allowance of drawbacks, as in the case of timber used in mines,—a measure which can benefit a particular interest, without greatly compromising any other.

It is no less difficult to discover the causes of such complaints, than the evidence of their existence. Since the present system was introduced, prices of timber have been declining, with few and trifling re-actions, from above sixteen pounds to five guineas a load, and have never been lower than at the present moment. This decline, and the causes to which it has been owing, are shown in the subjoined table.

*An Account of the Prices of Baltic Timber, including and exclusive of the Duty, the Rates of Duty, and the Quantities imported from the North of Europe and the British North American Colonies, from the Year 1790 to 1829.*

Years.	Price of Baltic Timber per Load.	Duty on Baltic Tim- ber in Fo- reign Ships.	Net Price, deducting the Duty.	Total imported from the Baltic.	Total from the British N. A. Colonies.	Duty on Colonial.
	£. s. d.	£. s. d.	£. s. d.	Loads.	Loads.	
1790	2 5 0	0 6 10	1 13 2	227,638	148	Free.
1	2 9 6	..	2 2 8	209,072	2,536	
2	2 10 0	..	2 3 2	277,261	2,726	
3	2 16 0	..	2 9 2	189,740	2,664	
4	2 10 0	..	2 1 2	169,710	873	
5	3 12 0	..	3 5 2	147,384	235	
6	3 1 0	0 7 2	2 13 10	199,119	840	
7	2 10 0	..	2 2 10	117,051	1,513	
8	3 15 0	..	3 7 10	141,042	1,607	
9	4 8 0	..	4 0 10	148,280	2,126	
1800	5 5 0	..	4 17 10	189,331	2,605	
1	5 15 0	0 10 11	5 4 1	158,770	3,099	
2	4 5 0	..	3 14 1	252,672	5,143	
3	5 5 0	1 0 9	4 4 3	280,550	12,133	£0 1 6
4	4 15 0	..	3 14 3	275,429	14,835	
5	4 15 0	..	3 14 3	248,717	13,018	
6	7 0 0	..	5 19 3	144,054	16,120	Free.
7	6 0 0	..	4 19 3	213,636	26,561	
8	11 11 0	..	9 10 3	26,764	60,467	
9	16 10 0	1 8 8	15 1 4	54,620	90,829	
10	13 5 0	2 17 4	10 7 8	135,626	125,313	
11	13 10 0	..	10 12 8	124,765	154,282	
12	10 5 0	..	7 7 8	27,176	171,795	
13	13 0 0	3 8 1	9 11 11			
14	9 15 0	..	6 6 11	126,289	50,790	
15	8 15 0	..	5 6 11	194,503	122,212	
16	6 0 0	..	2 11 11	79,885	153,707	
17	6 0 0	..	2 11 11	86,715	162,611	
18	6 10 0	..	3 1 11	141,885	248,669	
19	6 7 6	3 8 0	2 19 6	119,237	322,920	
20	6 0 0	..	2 12 0	65,841	307,813	
21	5 7 6	2 17 0	2 9 6	99,202	317,563	0 10 0
22	5 5 0	..	2 8 0	137,248	345,741	
23	5 8 0	..	2 11 0	161,472	383,747	
24	5 6 0	2 15 0	2 11 0	195,900	415,363	
25	5 10 0	..	2 15 0	286,871	467,625	
26	5 0 0	..	2 5 0	156,078	455,800	
27	5 2 6	..	2 6 6	173,382	343,203	
28	5 2 6	..	2 6 6	144,522	372,613	
29	5 0 0	..	2 5 0	150,974	393,531	

This table is not offered, for the purpose of comparing the prices of the last war, with those of the present peace; although it might well be insisted that such a comparison is perfectly fair, for war is an essential ingredient in this question, and if Baltic prices are liable to be enhanced from that cause, the argument for colonial competition, and the example of its effects, is as pertinent to the question, as if that enhancement had occurred from any equally probable cause during peace. Never ought the colonial case to be separated from the consideration, that supplies of timber from the Baltic depend upon the will of foreign governments,—supplies from Canada, upon our own. But the above table is given to show, that the introduction of colonial competition has not only beaten down the excessive war prices of ten and fifteen pounds a load, but has continued since the peace to reduce and depress them, until within less than a penny per foot as cheap, as on the average of the last three years of peace ending with 1792, and cheaper by nearly 7*d.* a foot, than in the peace of 1802; although the whole demand of the United Kingdom has risen since then from below 190,000, on the average between 1790 and 1802, to nearly 600,000, on the average of the last six years, an increase of threefold; and the standard of value, corn, has also, in comparison with money, risen since that date by one third, the average price of wheat being 45*s.* the quarter in 1792, and about 60*s.* at the present time.

When it is considered, that this article is not the produce of the hand of man, but the slow and spontaneous growth of native forests;—that no improved machinery has been applied to its preparation;—that, on the contrary, its preparation requires yearly more



labour, the distance at which procured increasing yearly, upon the mere continuance of the same demand;—the conclusion seems almost irresistible, that nothing but the most active and frugal competition on the part of our Colonies, and the abundant importations of their wood, could have prevented our purchasing it of the Baltic merchants, at rates proportioned to the increase of our demand, and the diminished sources, and enhanced cost, of their supply.

In the case of deals the result has been similar, though as less perfect returns are at hand, a comparison of different intervals must be taken.

#### MEMEL AND DANTZIC DEALS.

Years.	Price, including the Duty, per Petersburg Standard. 12 ft. 11 by 1½ inch.	Duty per Great Hundred. 8 to 20 ft. long, 7 by 3½.	Average cubical contents of a Grt. Hndrd.*	Duty per Petersburg Standard.	Net price, excluding the Duty.	Quantity imported from the Baltic.	Quantity from the N. A. Colonies.	Duty on Colonial, per Great Hundred, Deals of all kinds.
	£. s. d.	£. s. d.	Feet.	£. s. d.	£. s. d.	Gt. Hds	Gt. Hds.	£. s. d.
1790, } 1 & 2 }	9 0 0	2 14 5	495	0 18 1½	8 1 10½	..	..	Free.
1799	16 0 0	2 17 1½	495	0 19 0½	15 0 11½	31,707	102	0 0 0
1802	16 0 0	4 7 1½	495	1 9 0½	14 10 11½	45,584	381	0 0 0
1811	38 0 0	18 2 8	495	6 0 10½	31 19 1½	44,308	3,418	0 7 0
1819	20 0 0	21 10 8	495	7 3 6½	12 16 5½	34,043	9,871	0 8 0½
..	..	6 to 16 ft. 19 0 0	..	..	..	..	..	6 to 16 ft. 2 0 0
1829†	16 0 0	16 to 21 ft. 22 0 0	508½ 12	7 2 8½	8 17 3½	33,300	18,258	16 to 21 ft. 2 10 0

\* The average dimensions of Memel deals were in 1819 ascertained to be 18 feet 11 by 3 inches. They are here presumed to have previously been of the same average, as the scale of duties was the same. Since the alteration of that scale in 1821, their average length has become 18½ feet. That of the Russian deals has also increased from 18 to 20 feet. Consequently there are many more cubic feet of wood in the same number of deals in 1829 than in 1819.

† The importation into Ireland is included in this year's account, and not in the former. No very material defect, perhaps, as the number of deals imported into that country from northern Europe is now but about 4,000 great hundreds, and the number from the Colonies in 1820 was only 1,100. Returns are so detached, defective, and difficult to collect, that better information cannot here be offered.



The whole demand and supply seem by this account, to have advanced by about two-thirds, (and measured by the cubical contents the increase is still greater), since the year 1799. Yet the price, which was nearly quadrupled by the war, had, after the introduction of colonial deals, been brought down, in 1819, to less than two-fifths of the war price, and since that year of peace, is now become depressed to nearly two-thirds of the price in 1819, and at the present moment is little more than one penny per cubic foot above the price in 1799.

This reduction in the selling price is evidently to be imputed to the duties, which enabled another competitor to come into the market, and the quantities of wood that competitor brought; else how, in the face of an increasing demand, and a decreasing supply, without aid of reduction in the cost of labour, or much improvement in its instruments, how has the price been so extensively depressed, while the money standard of value, with which that price is compared, has itself declined by one-third? It may be answered, that prices of other articles have within the same period very generally declined. They have; in a lesser degree perhaps; but from what causes, or what so important, as the increase of production, and the excessive competition? For wherever such competition has been wanting, prices have not only not fallen, they have risen, as in the article of Swedish steel. Now, it is the colonial trade, that has produced this excessive competition, and consequently it is the colonial trade, that has thus brought down the prices.

But if it be necessary that the prices of wood should be reduced still lower, the next inquiry is, would the proposed alteration probably effect that purpose? The Chancellor of the Exchequer avows, that the measure would, and was intended to, transfer to foreign Europe one half of the colonial trade in wood. The colonists, the British merchant, and the ship-owner, all think and exclaim, that the whole trade would be so thoroughly broken up, and all in it so undone, that, if any, a very inconsiderable part only, could be continued. But let us assume for the present no more than is conceded. One half of the colonial trade transferred so suddenly to the Baltic, must cause an increased demand for Baltic wood, equal to about 60 per cent. of their present annual exportation. That this vast and sudden increase of demand should not produce a corresponding increase of price, is altogether untenable; and even if in time the supply could be also so increased, as to equal this demand, (a very uncertain fact by the way,) yet to reduce the price again to the present rate, two things must be ensured;—that there shall be no return to combination, among the foreign producers, nor to export duties, among foreign governments. The ports from which the wood is shipped are so few, and the value of the article so small, that individual merchants, confederating in two or three places, may easily give law to the market; and the Jews of Prussia and Poland, through whom the wood of those countries is procured for the merchants, are not perhaps likely to be less ready to avail themselves of the same advantage; nor will these examples pro-

bably be altogether lost on the great landed proprietors, from whose estates the timber is felled for the Jews. Certain it is, that such combinations have been formed before the competition of a colonial trade was introduced; else we should not find in so many Acts of Parliament repeated complaints of the “*exorbitant prices,*” and “*the excessive rates,*” at which wood was brought into this kingdom from foreign countries; nor continued attempts, since 1721, to excite the competition of the Colonies, by immunities and bounties: and however the policy of such acts may be censured, by some, because they went too far, by others, because not far enough, all must admit them to be sufficient evidence of the fact they record,—that timber was sold at excessive rates and exorbitant and arbitrary prices. Now as the importation of timber into this country has increased, since 1802, from 257,815 loads to 544,505 in 1829, and the stock in those countries must have diminished, by what process of reason do we conclude, that if the trade be again placed on the same footing, it will not be again attended with the same evils, and to a greater degree. It is a recorded fact in the annals of commerce, that such combinations in the north of Europe have frequently been made. The most eminent example of which appeared in the year 1703, when the Tar Company of Sweden absolutely refused to let this country have any pitch or tar, although ready money was always paid for it, unless England would permit it all to be brought exclusively in Swedish shipping, and at their own price, and in such quantities, as that company should please to allow.

This it was, that first compelled Parliament to have recourse to the Colonies for naval stores and ship timber; and so urgent seems the need to have been, and so unconscionable had the foreign monopoly become, that bounties were enacted (3 & 4 Anne, c. 10,) as high as four pounds the ton, upon pitch and tar, and on masts and spars, one pound. This was the first cause and commencement of the Colonial Timber Trade, to which the country appears to have been driven by no abstract affection for any general system, but by necessity and the dear-bought experience of dependence. And lest their ends and motives should at any after time be misapprehended, the statesmen of that period took care to register them, in the preamble of the above and the several similar statutes succeeding, as being the same, which in the present times also have been recognized for the great evils of dependence on the Baltic trade:—that thereby “ *timber is brought into this kingdom, from foreign countries, by foreign shipping;*” that this is done “ *at excessive rates, and arbitrary and exorbitant prices;*” that it is paid for “ *in ready money, whereby foreigners have found opportunities to export the coined monies of the realm;*” and that there are “ *vast tracts of land in the plantations in America, lying near the sea, and on navigable rivers, which may commodiously afford great quantities, if due encouragement be given on that behalf, and so tend to the further employment and increase of English shipping and seamen, and also of the trade and vent of the woollen and other manufactures of this kingdom.*” These are the facts and reasons, which the

experience of a century has testified and approved, and to which the present age may also bear witness, as the statements above given, and to follow, shall have proved.

For even under the existing system, it is not for want of attempting a combination, that the prices of foreign wood are not exorbitant, but because the competition of the Colonies has frustrated those attempts. "There are efforts made at Memel every spring to raise the price of timber. This year they have met together, and combined to raise the price 5s. a load. And I apprehend that if any amount of duty were taken off, the greater part of it would go to facilitate their object."—*Evidence of Lancelot Holland, Esq., a Timber Merchant, 1st Report of the Committee of the House of Commons on Foreign Trade, 1821, p. 30.* The evidence of Henry Usborne, (p. 40,) and of Mr. M'Ghie, (p. 38,) is confirmatory of the same opinion—that whatever duty is taken off the foreign timber, must raise its price in equivalent proportion if the competition of the Colonies be not maintained. But there has occurred a recent event, which fully corroborates these facts and opinions, and should place this part of the question beyond further controversy. No sooner had the Chancellor of the Exchequer announced his intention of reducing the duty on Baltic timber by 5s., than the price rose in the foreign market even beyond that amount. If individuals, however, were probably to neglect this so obvious an advantage, is it certain that foreign governments may not seize and turn the opportunity to their own account? Having ascertained, as the



trade of the last twenty years has shown, that the consumers in this country can well, and with little inconvenience, pay a remunerating price for foreign timber and freight, and pay from £2: 15s. to £3: 5s. a load besides into the public customs; and seeing, that those duties amount to nearly £1,300,000 per annum, and that their subjects still export enough to pay for whatever merchandize they want from this country, and carry home a balance in gold and silver; is it so very certain, that those governments may not feel disposed to gather into their own treasuries, at least as much as we reject from ours, and perhaps by degrees something more? In fine, may not the question become to which country, whether of the importer, or exporter, are to be paid the duties upon an article, which the importer must have, which he can not procure so cheaply elsewhere, and which can well bear the tax imposed? What should prevent such a course in foreign governments? Consideration for their own subjects? It must, as the duties now stand; for such an attempt now would distress their trade, and encourage the colonial; but give up any amount of those duties, and that consideration would fail. They might then put the whole, or the whole to one shilling, into their own exchequers, and yet give their subjects a better trade, at the expense of the colonial. But they did not attempt this in 1821? The change of 1821 never had its natural result, on account of the depreciation of freights and ships; but an equal depreciation can not again occur, or occurring can not produce the same effects—for ships would then be broken up for the materials. Besides, if the first relaxation of duty was left by foreign powers to private benefit,



that is no reason why the second should not be secured to their public revenues. But such an attempt would be countervailed on our part? How, unless by reducing the duties on Canadian Timber? which, after the ruin of the Colonies, and great loss to the revenue, would bring the trade round again to the same system as at present, with some only of its advantages, and all its objections: provided always we shall still be so happy as to have Colonies left; for the most zealous advocates of the sect, which demands this change of duties, are no less the advisers of discarding all our Canadian dominions. Such contests with foreign governments are greatly to be deprecated, by one situated as ours; and it is to be hoped the northern powers will not be tempted to the experiment; though neither their tariffs in peace, nor their armed neutralities in war, encourage too secure a dependence. An export duty is no new thing in their commercial or financial policy. How far the Swedes have abused the monopoly they possess in steel, is well known; and how often they have distressed us, by augmenting their duty upon its exportation, at one time to the amount of five-and-twenty per cent.; and how dearly they make us pay for it at this moment, for want of competition. Neither, indeed, was it till the year 1817 that the Prussian Government, in consequence of the increasing supplies from our Colonies, reduced its export duty of 5 per cent. upon the value of wood; nor even then did the Russian Government abate its frontier duty of 6 per cent. to less than one half.—*Evidence before the Committee of the House of Commons on Foreign Trade, 1821, page 172.*

As we ourselves, therefore, if people required autho-

rity to follow their own interests, finding our coals cheaper to our neighbours than any they can procure elsewhere, and finding that such cheapness enables them to compete the more with our manufactures, conceive it to be neither impolitic towards ourselves, nor unfriendly to them, to lay an export duty, and this year to increase it;—so perhaps certain of our neighbours, finding that they can supply us with timber cheaper than any other country, may, by our own example, learn the policy, and prove the justice, of a similar imposition. For where is the people, which, possessing such an advantage, would hesitate to use it? Or where the three neighbouring governments, who could not soon come to an understanding, to secure and divide it? The advocates of free trade see not, that they are in reality establishing the most dangerous of monopolies, while they assume the name of destroying one, which does not exist. Repeal, or equalize, the duties on timber, and three foreign powers may levy upon you a tax of above £1,100,000 annually, and yet not sell you a foot of wood the less: and if the doctrine of universal free trade be good for any thing, it would be for our interest to pay it. As our present importation amounts to above 1,100,000 loads, and our duties on the foreign article are from 2*l.* 10*s.* to 2*l.* 15*s.* a load, and the Chancellor of the Exchequer concedes that 30*s.* a load is necessary to retain for the Colonies even one half of their present trade, or 300,000 loads, it is evident, that if the duties be equalized, or, to put the case on the fair principles of free trade, if the duties be all repealed, £1,100,000 per annum might be levied by foreign governments on the exportation of wood from the north

of Europe, and yet 10s. a load of clear profit be left in the hands of their subjects, wherewith to extend their own production and annihilate Colonial competition.

It is not, however, material to determine, whether the amount of the alteration in duties is probably to be transferred to the treasury of foreign governments, or to the pockets of their subjects. Of two sources of supply, where one, and the greater, is cut off, the prices of the other must of course rise with the demand; and as the consumption of the United Kingdom, requiring annually 1,100,000 timber trees of 50 feet cubic each, is now become too great almost for either alone, this rise of prices will, for the reasons before given, be probably permanent; or at least never decline again to the rate produced under the existing system.

It can readily be objected, that if the advance of prices be equivalent to the decrease of the duty, the Colonial trade may still be continued. Should the difference, now made by the duties between Baltic and Colonial wood, be still preserved, by whatever means, and freights remain the same, the Colonial trade would undoubtedly continue, and the whole burthen resulting from either the additional duty, or the advance of prices, would be thrown on the consumer, and the only consequence of a pure remission of duty, be so much loss to the revenue. But, to preserve that difference, prices must rise, not only to the extent of the duty taken off foreign wood, but also to the amount of the duty imposed on Colonial. For as the loss of one shilling a load will prevent the trade as effectually, as the loss of fifteen, the foreigner may put the residue, fourteen, for example, into his own pocket, and run no risk of

renewing the competition of the Colonies. Besides, after the abandonment of the trade, the breaking up of establishments, the destruction, soon accomplished, of water mills and steam mills, and the consequent insolvency of most concerned, the Colonists will have neither the disposition, nor the ability, to adventure again in undertakings, which depend only on a slight increase of British freights, or a slight reduction of Baltic profits,—a reduction more easily to be made, than even of the Baltic duties.

It is seen, therefore, that as far as respects the interest of consumers, the present system rests upon the following facts and reasons. That the most abundant supplies of all descriptions of wood are now imported; as, whoever will visit the timber-yards at the various ports, or examine official returns, or compare the prices of former years, must be forced to acknowledge: that consumers have in consequence their choice of every kind and quality, which they purchase at the lowest possible rates, exclusive of the duty: that this duty is nothing lost to the country, nothing given to the colonists or ship-owners, but all paid into the public exchequer, which must be supplied from some quarter, and can be supplied from none with less inconvenience: that no manufacture is impeded, no convenience straitened, no industry lessened, by the existing duties, nor complaints heard from any class of consumers: that even admitting the inferiority of Colonial timber, its use is entirely voluntary, and induced not by the absence of the better commodity, but by the excess of its price, and the whole of that excess is revenue: that the interest of consumers can be pro-

moted by no means so effectually as by an enlarged, active, and frugal competition; the existence of which at present is so evident, that no one will affirm there can be made, in any department of this trade, more than the barest living profit: that any change which shall reduce or destroy this competition, whether by increasing the duties on Colonial to the amount of 10*s.* and decreasing on Baltic to the amount of 5*s.*, or by deducting from the latter the whole 15*s.*, must be injurious to the public; because, whatever may thus be saved in the price, is lost to the revenue; what is gained in quality, is paid for in the price; what added to the revenue, taken from the consumers; and what lost through want of competition, given as tribute to the foreigner.

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## EFFECT UPON THE SHIPPING INTEREST.

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IN questions of navigation, its intimate connection with the general wealth and safety of the whole empire, may always be taken as undisputed. Its extreme depression at the present moment, is scarcely less evident; there are, however, some facts illustrative of this, which, though often repeated, seem little known or little regarded, and which are shown by official returns or undoubted authority. The tonnage of this kingdom has, since 1816, declined nearly 400,000 tons, of which one half has disappeared, or its disappearance been discovered, since 1822. The value of ships in the Timber Trade has, since the year last mentioned, declined from 11*l.* a ton to 5*l.* 10*s.*; and the rate of freights to Canada from 3*l.* to 2*l.* per load. The competition of foreigners has so driven British navigation out of the foreign trade, that the proportion of foreign to British shipping has increased about seventy-five per cent. since the year 1792; nearly two-fifths of which increase have been made within the last seven years.\* British shipping has consequently sought, and as yet has found, its asylum and best employment in the Colonial trade.

The trade of the British North American Colonies to the United Kingdom gives freights to above 430,000 tons yearly, (on the average of the last six years,) and constant employment to about 301,000, exclusively of

\* The proportion of British shipping to foreign was, in 1792, about 100 to 35½, in 1822 about 100 to 51½, and in 1829 about 100 to 61½, on the average of three years preceding each period.



repeated voyages, which may be made by three-fifths of the whole 430,000 tons. This quantity of 301,000 tons is nearly one-seventh of the whole registered tonnage of Great Britain and Ireland. From these 301,000 tons, however, is to be deducted whatever shipping arrives from the Colonies with freights other than wood. The exact amount of this cannot be ascertained, and consequently has given rise, as usual, to very vague and extravagant statements. Those who prefer some certain data, to gratuitous conjectures, will be able, within close limits, to collect a fair estimate of this quantity, by referring to the exports of the several Colonies, and to the tonnage they employ. The whole 400,841 entering inwards in the United Kingdom, in 1823, came from these Colonies in the following proportions :

	Ships.		Tons.
Canada .....	595	....	167,806
New Brunswick.....	634	....	181,588
Nova Scotia.....	120	....	29,564
Newfoundland and other places.....	177	....	21,893
	<hr/> 1,526		<hr/> 400,841

It appears, that the average burthen of the ships from Canada and New Brunswick was nearly 300 tons, from Nova Scotia 250, from Newfoundland not 130. It is probable, therefore, that nearly the whole of the two first, a great part of the third, and very little of the fourth, were employed in bringing wood. And this, as may be seen by a table already given, corresponds with the character of their exports; the first Colony sending little, but wood, the second nothing; the third a small proportion of fish and oil; of which two articles, it is well known, the export of Newfoundland principally consists.

Another statistical view of this question will lead to the same result, and very nearly determine its value. The whole quantity of wood imported from the Colonies is about 600,000 loads. Allowing 67 tons to carry 100 loads, which is considered a fair proportion, 402,000 tons would be required to do the work; so that the tonnage in the Colonial trade to the United Kingdom, not employed in bringing wood, may be set down at 28,000 tons. Deduct this from the 430,000—deduct further three-tenths of the remaining 402,000, for the repeated voyages, and the residue of 281,400 is the amount of British navigation to be put in jeopardy, one half of which, or 140,700 tons, is confessedly to be put out of employment, by the measure proposed. As no person could have the nerve to encounter this without some palliative, it is alleged, that one half of this tonnage would still retain employment in the Colonial trade, and the other half be provided for in the increase of the Baltic, and the coal, trades. Again, let the temporary concession be made, that half of the Colonial trade only would have been destroyed; and concede also, that this half, or 300,000 loads, would, when transferred to the Baltic, be divided between British and foreign ships in the same proportion as at present, that is, about equally. These 300,000 loads then will give freights to about 201,000 tons; but as three Baltic voyages are on the average made in the year, 67,000 tons are sufficient for the work, of which one half only being British, no more than 33,500 of the tonnage discharged from the Colonial Timber Trade could obtain employment in the Baltic. There remain, therefore, 107,200 tons to be taken up by the increase of the coal trade.

The expectation of any material increase in the coal trade, depends upon taking for granted several facts, which are either very disputable, or purely imaginary. First, that the whole remission of duty is not stopped at the pit's mouth, by combinations of the great monopolists in the north, who have already been able to effect a greater enhancement. Next, that if the whole escapes them, the whole will also slip through the fingers of the numerous other hands it has to pass, and reach and benefit the consumer alone. Then, that the consumer lays out the whole of this saving in increased purchases of coals. Upon these assumptions, as the remission of a duty of six shillings is about one-seventh of the cost to the consumer, and the consumption of London is 1,600,000 chaldrons, employing throughout the year about 135,000 tons, and the consumption of all other parts of the coast is about 1,000,000 chaldrons more, and the tonnage it requires through the year, about 84,000 tons, a corresponding increase of one-seventh in the aggregate consumption would give an addition of 371,428 chaldrons to the freights in the whole coal trade. To all these concessions, there may very safely be added another, no less ample than gratuitous, that, from some indescribable cause of a sudden extension of manufactures, no matter what or wherefore, the increase above granted should be just doubled to 742,856 chaldrons; that is, that by an act of parliament, there shall be created to-morrow a trade equal to nearly one-half of the whole coal trade, of four centuries growth, to the port of London; yet not even then could a single ton displaced from the Colonial Timber Trade obtain a freight of coals. Because,

from the great delay in loading at the northern ports, in consequence of certain regulations established there by the proprietors, the tonnage already occupied in this trade is abundantly sufficient to do between a third and a fourth more work, than at present is to be obtained. The whole increase, therefore, to the fullest extent imagined, in the carrying of coals coastwise, is not beyond the quantity of surplus tonnage at present engaged, and this vaunted boon and provision for the timber ships is long since forestalled, by the colliers constantly waiting in the north for freights.

If, however, this were not the fact, as the undoubted information of the ship-owners attests, there still remains one little difficulty to be obviated, before this boon and provision can much avail. What is it? The ships in the Timber Trade being some of 400, and generally of 300, tons burthen and upwards, draw at least 16 feet of water; and 12 feet is the utmost depth to be found under the spouts; where consequently, if coals were offered to any amount, such craft could not lie and load. Unless, perhaps, it was intended also to introduce a special provision in the new act, that 12 feet of water should in future float a loaded vessel drawing 16.

There are other difficulties, less palpable perhaps, but equally insurmountable. For without disputing the other assumptions, if any one of which be denied, the whole argument for the new measures is groundless, the opinion of those, who have at least had opportunities of information, is that the decrease of shipping in the Colonial Trade, instead of one-half, would probably amount to three-fourths; and it may be easily rendered clear, that the increase in the Baltic Timber

Trade, would not be divided equally between British and foreign shipping. For, as it has been shown that the Colonial Trade in deals consisting of 105,895 loads, would by the new duties have been almost entirely supplanted by the Norwegian; of the whole 300,000 loads to be transferred to the north of Europe from the Colonies, 100,000 may be set down to deals, and the remaining 200,000 to timber. Now, of the timber imported from the Baltic into Great Britain, on an average of the last four years, 78,064 loads have been in British ships, and 62,274 in foreign. The 200,000 loads of timber, therefore, would be divided nearly in the proportion of 111,251 British, to 88,749 foreign, which would, at the rate of 67 tons to 100 loads, give employment, excluding repeated voyages, to 24,846 tons of the amount thrown out of the Colonial Trade. But in deals from Norway, on the same average, 624 great hundreds have been brought in British ships, and 5,194 in foreign. The 100,000 loads of deals, therefore, to be transferred to Norway, would, probably, be divided nearly in the proportion of 10,725 British, to 89,274 foreign; giving freights to 7,175 tons of British shipping, or, exclusively of the repeated voyages, of which at least four may be made in the year, to 1,793 tons. On the whole, therefore, instead of the 33,500 tons to have been provided for in the Baltic trade by an equal division of the increase, the whole British shipping, which could probably find employment there, would be but 26,639 tons.

Russian deals, however, on the same average, were brought, 12,217 great hundreds, or 134,387 loads, in British ships, and 430 great hundreds, or 4,730 loads,



in foreign; and consequently gave freights to 90,039 tons of British shipping, and, allowing the whole to make two voyages in the year, employed 45,020 tons throughout the year. But it has been shown to be not improbable, that the effect of the proposed alteration in the duties would have also transferred half of the Russian trade in deals to Norway; and therefore, the decline of British tonnage in this quarter may be stated at 20,011 tons, after allowing the usual proportion (*viz.* 2,499 tons,) to be taken up in the increased Norwegian trade. Thus, of the 26,639 tons, which is found to be the probable extent of additional employment for British navigation in the Baltic trade, all that remains uncovered by the decline of the Russian trade in deals is but 6,628 tons; and this is to be divided among the 140,700 tons thrown out of the Colonial Timber Trade. In which, if the decrease be but one-twentieth more than is conceded, the whole scheme of compensation is utterly frustrated.

Is it not lamentable to find the great interests of navigation thus lightly assailed, with so little pains apparently taken to inquire, compute, and reflect, upon circumstances and consequences? Some vague surmises, some loose and puerile conjectures, resting only on the confidence with which they are asserted, are thought sufficient grounds for perilling millions of capital, and even the maritime ascendancy of the British Empire.

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## SUMMARY OF PROFIT AND LOSS.



THESE are the advantages of the present system, to the consumers and carriers of wood, the manufacturers at home, and the colonist abroad. But these advantages may be purchased at too dear a rate: they cost us, it is said, about one million and a half yearly; and the parliamentary return, before mentioned, is referred to, which shows the duty now levied on Colonial wood to amount to £232,799, and that the duty which would have been paid, had the same articles come from the Baltic, would have amounted to £1,580,795; and therefore the difference £1,347,996, is the price paid by this country for the Colonial trade. How egregious, and at the same time how infelicitous, a genius was his, who required and used this return for such a purpose! Another instance of the ill fortune not unknown to great talents, to have lighted on one grand discovery, and just missed another, which a very ordinary person, with the assistance of the former, may at once point out. For by this system of finance might be paid off the whole national debt. Let similar returns be made out of what duties would have been paid on the linens of

Ireland, if imported from the Baltic, or other foreign countries, on the cottons and silks of Scotland and Lancashire, the woollens of Yorkshire, the sugars of Jamaica, on our glass, leather, in short, on every article of production, home and colonial, and either such a sinking fund will appear in prospect, as must speedily discharge the £800,000,000, or it will be acknowledged perhaps, that the difference between the amount collected by duties on home or colonial production, and the amount which would have been collected on them if imported from foreign countries, is not the measure of what is lost to the country, but the index of a far greater gain. There are some arguments which are sufficiently answered by following up their ulterior conclusions, until the absurdity becomes apparent.

Another no less ingenious method has been discovered, of stating the profit and loss of this trade. The difference in quality between Colonial and Baltic wood, has been assumed to be equal to one-third of the selling price, exclusive of the duty. This amount is, therefore, set down as so much loss. Then there is added to this, the excess in the selling price of the Colonial wood, above that of the Baltic, duty likewise excluded. For example:—

#### PINE.

“ Average of the two years 1824, 1825, of the amount of pine timber imported into Great Britain, from the American colonies :

Loads 352,450. One third of which would have been used for the purposes above-mentioned, and, therefore, no loss is to be calculated on that third: the two-thirds remaining will be 238,634 loads, at the average price of £4, duty excluded, making the sum of .....	£954,536
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One third of which is ..... £318,178

The average price of Memel fir, duty excluded, was £2. 15s.  
 thus the community lost on every load of timber bought  
 of the colonies, the sum of £1. 5s., making upon two-  
 thirds of the whole quantity bought, the sum of ..... 298,292

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Which, added to the above loss, on account of inferior quality,  
 makes a loss to the community of ..... £616,470"

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(*Westminster Review.*)

And in like manner, going over the other articles of Colonial wood, the whole loss to the country is made out to be £947,283 per annum. By this calculation the loss on Colonial wood is made to exceed what will presently be shown to be the whole first cost of the article; so that it is in fact asserted, that if the trees in Canada descended from the forests to the sea, hewn and sawn, and spontaneously put themselves on board ship, they would not be worth bringing home.

As to the former of these two items of loss,—without here renewing the controversy concerning the inferiority in quality of Canadian wood, it may be answered, that it seems rather unreasonable to assume, on the one hand, an arbitrary rule of one-third the value, for measuring that inferiority, and to reject, on the other hand, the certain standard of the market price. For how is it, if the red pine timber of Canada be so much inferior to the Baltic, how is it that consumers will give £4. 7s. 6d. for the former, when the latter is offered them in abundance at £5. 2s. 6d? It is difficult to maintain that the difference in market price, (from which, in the present view, the duty should not be excluded, for the duty makes part of that price,) does not give the utmost measure of the difference in value or quality; though it

may easily be shown, that the difference in price includes something more than the difference of quality, viz. prejudice, and the degree of manufacture.

But next, it is not more certain that the difference of value or quality is measured by the market price, than that by the market price also, it is at the same time compensated and paid for. Or why, again, does the consumer buy the inferior red pine at £4. 7s. 6d. when he may have the superior Baltic for £5. 2s. 6d. why, except that, in his opinion at least, he saves as much by the difference of price, as he loses by difference of quality.

The first item, therefore, is to be struck out of the account, as an attempt to charge a second time that, for which the money has already been paid, and a receipt given. For the other item,—if the community is to be considered as consisting of the consumers and the revenue alone, and the ship-owners and colonists to have no more concern in the public wealth, than Prussians and Norwegians, it can not be disputed that Colonial timber is dearer by its excess, if any, of first cost, and of freight, above the Baltic. Whether it be wise to make this separation of interests, and when made what the apparent but fallacious advantage amounts to, is next to be determined. Only it is perhaps still to be considered, for the consumers and revenue, whether both are probably to be benefited under any system more than the present; whether, if the Baltic duties be reduced or raised, the one has not to lose whatever the other gains; or, if the Colonial trade cease, and be transferred to the north of Europe, under such duties as to raise the same revenue as at present, the re-

venue, at least, can receive no benefit, nor the consumers more than suits the convenience of the foreign producers and governments, through whom only it can reach us. The gain from the reduction of duties falls first to the producers; it is but the re-action of the effect there, that is felt by the consumers here. How far in the present case, that benefit would probably extend to this country, after the competition of her colonies destroyed, has already been discussed. If, as is contended, the whole advantage be intercepted by the foreign producers, it will be nothing new, nor contrary to their practice ancient and recent. How far has the reduction of duty on foreign cordage been felt in its price here; or has the reduction on rape seed had any other effect, than to destroy its home production?

But, to measure the profit and loss of the Colonial trade in wood, let a fairer test be suggested, which though by no means proving the loss so much, will show to a certainty that it cannot be more. Compute the difference of the first cost in the wood of northern Europe, and of Canada, and the difference of freights from either country, and the sum of these two differences will be the utmost possible amount of loss, even if both Colonists and ship-owners be considered as foreign subjects.



## COST OF CANADIAN WOOD COMPARED WITH BALTIC.

Quantities imported in the United Kingdom, from the North American Colonies, in 1829.	First Cost in Canada.		First Cost in the North of Europe.	
	Price.	Amount.	Price.	Amount.
393,531 Loads of Timber, of which say :—	£. s. d.	£.	£. s. d.	£.
100,000 Red Pine . . . .	1 10 0	150,000	1 2 6	407,648
262,354 Yellow ditto. . .	1 0 0	262,354		
31,177 Oak and other. . .	2 10 0	77,942		
72,742 Great Hundreds of Staves, of which say :—			4 0 0	124,708
40,000 large . . . . .	4 0 0	160,000	6 0 0	240,000
32,742 small . . . . .	2 0 0	65,484	3 0 0	98,226
358 Great Hundreds of Spars . . .	30 0 0	10,740	40 0 0	14,320
3,595 Loads of Masts, 12-inch and upwards . . . . .	3 0 0	10,785	6 0 0	21,570
5,069 Pieces ditto, under . . . .	2 0 0	10,138	3 0 0	15,207
5,057 Fathoms of Lathwood . . .	1 10 0	7,585	2 5 0	11,378
18,258 Great Hundreds of Deals	9 0 0	164,322	11 0 0	200,838
73 Tons of Cedar . . . . .	. . .	73		
577 Great Hundreds of Battens . .	7 0 0	4,039	9 0 0	5,193
		923,462		1,139,088
Freight of 600,000 Loads	2 0 0	1,200,000	1 0 0	600,000
Total . . . . .		2,123,462		1,739,088
Cost from the North of Europe . . . . .		1,739,088		
Difference . . . . .		384,374		

It appears, therefore, that the whole first cost of the colonial wood, collectively taken, is less, than if all purchased from the Baltic countries. Why then, it may be objected, does the Colonial wood require protection beyond the difference of freight? Because, though some portion of it be cheaper, another is dearer, than the Baltic; because, though some portion of it be equal, and some superior, to the Baltic, others are acknowledged to be inferior; because, most of it comes in a state of less manufacture; because, the



whole labours under undue prejudices; and because it is dealing, neither fairly nor wisely, with Colonial productions, to place them on the same terms as foreign;—a decided preference is claimed, and is due; and, upon referring to the comparative prices of each, (before given,) and to the quantities imported of each, (in the last page,) it will be seen, that such a preference is but barely afforded, by the present system; for the market is nearly equally divided between the two competitors, and nothing but the most frugal management preserves to either his share.

It appears also from the above table, that whatever is paid by the public for the colonial Timber Trade, is paid to the British ship-owners and seamen: and it can be made no less apparent that instead of proving this difference of freights to be a loss of £384,374 to the community, the table shows a saving of £1,739,088. For as the end and purposes of every society, commercially considered, are, by industry, to make the requisites of life abundant, and by trade to distribute them to all its members; that intercourse, which exchanges and retains the amount of (suppose) two millions (one of wood and one of manufactures) among these members, must be a clear gain and saving of one half, compared with that intercourse, which receives back, indeed, one million of wood, but takes away from the common stock and sends out of the community one million of manufactures. From this sum, however, of £1,739,088 is to be deducted £300,000, for so much freight from the Baltic as, it is asserted, would still be paid to British shipping: and further, be there deducted £384,374, the excess of cost in Colonial wood

and freights above Baltic, which will be said to represent unnecessary labour, but which really represents only the misfortune that our colonial forests are so distant: there still would remain a net amount of £1,054,714 saved to the community, by doing our own work ourselves, instead of paying foreigners to do it for us.

Some further subtraction, it will be urged, should yet be made, for what the public would gain by the superior qualities of Baltic wood. Here again is a dispute, as well of the existence of the fact, in some articles, as of its value in all. Yet suppose both conceded: the whole amount claimed for this (by the Westminster Review) is £473,641, enough to satisfy the most ardent partizan of the Baltic case, but not more, than may be safely granted in the colonial; for even after allowing that deduction, there would be left still the sum of £581,073, of pure profit to the community from the Colonial Timber Trade. Unless, indeed, any one is prepared, either to dispute, the first axiom in political economy, that the home trade of any society is double the value of foreign, or to assert, that the colonial is not, by every sound rule of economy, and of justice, and of policy, essentially a home trade.

These deductions, however, are all founded upon assumptions, which have before been disproved. For neither is it probable, that such an amount of freights from the Baltic would be paid to British shipping; nor that the sum, set down to the greater cost of the wood and freight from the Colonies, could exceed the more numerous and important disadvantages of dependence on foreigners. Nor is the inferiority in the quality of

Canadian wood equal to the amount above assumed, nor even equal to the difference in the market prices of each. Yet as that difference is the limit, beyond which nothing can be challenged for difference of quality, against that, and against all else together, let there be set off, what the public must lose, what the public has lost, by dependence on foreign countries, and the want of colonial competition; and the £1,739,088 will appear to be only a part of that wealth, which the British empire gains annually by the Timber Trade of the Colonies.

Next, let this computation of profit and loss be made with reference to the financial views, for which the measure was first proposed; and let the statement be founded on, and confined to, what the Chancellor of the Exchequer has assumed in his own favour, and conceded to his disadvantage. By the measure proposed, therefore, the revenue, he affirmed, would gain £600,000, and one half of the Colonial Timber Trade, he allowed, would be transferred to the Baltic.

As it is not pretended that wealth can be created by taxation, the £600,000 must be taken from the pockets of some class or classes of the community, and consequently, though an addition to the revenue, is no gain to the public. There is no shifting of taxes, by which any benefit can accrue to the community, except by taking money from such a class, and in such a manner, and at such times, as to create less inconvenience to the welfare of each and of all. The class, from which it is here proposed to levy the £600,000, is apparently that, which can least afford it, being the very one whose relief is assumed to be most desirable, the con-

sumers; and the time, and the manner, in which it is proposed to levy this amount, are such, as far more to depress the principal interests of the country, the colonists, emigrants, manufacturers, and ship-owners, and even to impair, not only the commercial independence, but the maritime defences, of the empire. Whatever, therefore, the public gains, if it gains any thing, must be in either the reduced price, or superior quality, of the wood consumed. But as the whole supply of wood to this country is thus to cost £600,000 a year more than at present, there is little pretence of reduced prices. And if it be urged, that the gain in the superior quality of the wood will be equal to this sum, because all this is merely the difference of price paid for using Baltic instead of Canadian wood, and that difference must be, in the opinion of the purchaser at least, exactly equal to the difference of quality or value; it follows of course, by the same rule, that the existing difference of prices, as at present paid, is exactly equal to the difference of quality or value; and, therefore, that by substituting Baltic for Canadian wood, no benefit whatever is done to the consumer, but a pure, uncompensated, and gratuitous, injury inflicted upon the other interests connected with the trade. Next, however, it is to be answered, that this difference of price will not entirely consist of the difference of quality, but may include also the want of competition; for as the inferiority, in the present market price of Canadian wood, is owing less to the quality of the article, than to the quantity imported; so if this great source of supply be cut off, or reduced to one half, the price commanded by the Baltic will embrace, not only the

difference in quality, but the profits of a virtual monopoly.

It is well known, however, that there are many purposes, for which the superior qualities of the Baltic timber over the yellow pine of Canada are not wanted, nor of any advantage, and, therefore, the money paid for them is entire waste; but as it may be asserted, that for such purposes the trade will continue, egregious as such a mistake may be, let it pass, and let the computation be confined to concessions and deductions from what has been conceded. Sum up then the value of these, and set them off against the mere financial benefit of £600,000.

LOSS OF	£.
One-half of the timber trade with the Colonies .....	461,731
Manufactures from Great Britain to the same amount ....	461,731
Freights on 300,000 loads from the Colonies, at 40s. £600,000, deduct £150,000 for freights to be gained from the Baltic, at 20s. ....	450,000
One-half of the emigration, (being in proportion to the decline of the trade) or 20,000 persons, whose support at 5s. a week equals £260,000 yearly; an annuity worth about .....	4,000,000
Loss to the British merchants of 25 per cent. on £1,000,000 of debts due to them from the Colonies .....	250,000
Loss of one-half the capital of the Colonies invested in mills and other establishments for the timber trade .....	1,050,000
	<hr/>
	£6,673,462
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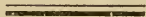
The four first items of this account represent the recurring losses of every year, as long as the proposed system is to continue; and the three first are but the multiplicand of such losses, the multiplier of which is the number of subaltern exchanges of industry and production, through all the various trades and employments of society, from the highest to the lowest, and



the product of which must be something immense, though difficult to be found;—a difficulty the more to be lamented, as almost all the common errors made in comparing foreign with home or colonial trade, are owing to ignorance of this value. A greater difficulty, though less important, is to ascertain, how far the revenue will be indirectly affected by these losses, which not only diminish the general wealth and ability of the public to bear taxation, but all more or less immediately concern the consumption of dutyable or exciseable articles. This is another of those quantities, or circumstances, in political economy, to find the value of which no means are yet discovered, and the importance of it is therefore most unjustly liable to be disputed or overlooked. The more surprising is the audacity of some professors of this science, who, before the facts necessary to compose their theory have been collected and determined; before even any accurate measure of increase or decline in production and prosperity has been ascertained, except indeed of that department, which is the least profitable, foreign trade; while so many circumstances are taken upon vague conjectures, and unexpected results are daily confounding computations; have, notwithstanding, advanced the most sweeping dogmas, and are ready to try extreme experiments, and the most sudden reverses of policy, upon the most valuable and difficult questions. In the present, however, enough can be exactly ascertained, and has been even conceded, to show the financial acquisition is as nothing, compared with the many and desperate losses involved in this proposal.



## THE THEORY OF THE QUESTION.



To all these considerations there is still opposed one invariable answer, that the present state of the timber duties is contrary to the principles of free trade, and of sound commercial policy ; that it is therefore but waste of time to enter into the minute details of a subject, which forms only a particular case under a general rule of the science.

Though there is no one among the advocates of free trade, who does not, in argument at least, particularly apply its principles to corn, few seem to have considered, whether by beginning to apply its operation to any other industry or production before corn, they are not in fact receding farther from the very theory and object they propose. For if in a country, where protecting duties have been long established, as well for other commodities the produce of labour, as for corn the necessities of its support, protection be taken away from the former, and continued upon the latter, the effect is much the same, as if in a country, where a free trade had been long established, a monopoly of bread was for the first time introduced.

After all, the dispute about free trade is probably to terminate, like the dispute about free will, when parties

shall have discovered, that an epithet, indicative of the greatest good in other applications, is here predicated of a subject, of whose value and character it forms no criterion. For, as the whole advantage of man's liberty depends upon doing what he wills, and as this object is as little concerned in the freedom of the will, as in its colour; no more are the advantages of any system of trade to be determined by such a predicament, but by the test of its promoting those objects, for which only all trade is desirable. For what is trade? It is but the exchange and distribution of commodities, which industry has prepared for use. And why are either trade or industry to be promoted? That the necessities of existence may abound to all, and the comforts and conveniences to the greatest possible number. Of whom? The Norwegians, Danes, Prussians, Swedes? No, but the subjects of that community whose trade is in question. If, therefore, these subjects have, to give and receive, some of them wood, others woollens, cottons, &c. and others have ships for the exchange, will not the necessities of life better abound to all, and its comforts to the greater number of them, if they exchange their industry and productions with each other, rather than with the woodman and ship-owner of Norway?

There may indeed be an article, which, entering into the price of all productions, and regulating the wages of all labour, will therefore cheapen the production of all other commodities to such a degree, as to make the universal wants and conveniencies of existence so abundant, that whatever labour it displaces at home, can better be supported gratuitously, than by protection; if there be

such an article, it is corn; it certainly is not wood. There may too be articles, whose importation from foreign countries creates a demand in some departments of industry so much greater, than what it displaces in others, as to exceed the loss of the capital there invested. In these cases such a trade may be useful, not because it is free, but because it best answers the object of all trade, to provide for the greatest number of the same commercial society.

It may be objected that this argument proves too much; that it is as good for prohibition, as it is for protection; since the entire exclusion of foreign productions would most effectually secure the preference and exchange of British industry. Let the first principle of trade and production be kept constantly in view, and the value of this objection, and the distinction between protection and prohibition will be easily understood. Why is it desirable, that the members of the same community should exchange labour with each other, rather than with foreigners? Because the requisites of life and well-being will thus be most extensively distributed to them all. Now to accomplish this end, it is necessary, not only that they should exchange labour and productions with each other, but that they should labour and produce in the greatest possible quantity, and at the cheapest possible rate; for so the commodities produced will reach the greatest possible number. To effect the former object, they should give a preference to the industry of each other above that of foreigners; to effect the latter, that preference must not be carried to a prohibition; lest instead of stimulating production and making commodities abundant, you en-

courage indolence, unskilfulness, and scarcity. Foreign articles, therefore, should not be admitted freely, lest some classes of the community by exchanging labour with aliens, leave other classes unemployed and unsupplied; nor should foreign articles be excluded, lest some classes of the community cease to produce as cheaply, artificially, and abundantly, as they possibly can; but foreign articles should be admitted on such terms, as give a decided preference to our own industry, and at the same time stimulate its utmost production; not because such a trade is or is not free, (for freedom of trade, in this sense, has as little to do with national prosperity, as freedom of the will with human liberty,) but because the necessaries of life will thus be best distributed to all, and its comforts most improved and extended to the greatest possible number.

This, therefore, is at once the reason, and the measure, of an adequate protection; of which some persons profess themselves unable to understand the meaning and amount. And if it be further inquired for what kinds of production this protection ought to be extended, whether to the growth of tea in green-houses, or of corn on the sea-shore; reference to the first principle already laid down will readily furnish an answer: that the home production in any community of those articles only should be protected, by which the necessaries and comforts of life are extended to the greatest possible number of that community. Thus, though whatever commodities are paid away for teas and wines (no bad example of foreign trade) are lost to the community; yet as by attempting to produce them ourselves, we must give up the production of a far greater amount

of other commodities, and produce a far less quantity of wines and teas, the conveniences of life would less abound among us, than by purchasing these articles of foreign countries. But by endeavouring to get wood from our own forests, we not only abandon no other industry, but we provide for the wants of supernumerary labourers; and whatever must otherwise have been paid for it to foreigners, is saved and enjoyed among our selves; and wood is more abundant.

There are still two circumstances, which materially affect this question. If the condition of any community be such, that its productive classes are compelled to pay into the public treasury a portion of the fruits of their labour, greater or lesser, than neighbouring foreigners, a greater or lesser degree of protection must accordingly be required. Again, if there be any department of industry, which is more than others, either connected with the means of national defence, or the means of foreign attack, such a trade will, from paramount considerations, require, in the former case a greater, in the latter, a lesser degree of protection.

Let these principles be now applied to the Timber Trade. A million, or whatever be the number, of woodmen are planted in Canada. Some of these have no other object of industry, others none so obvious, as the forest; and all are in want of commodities of cotton, woollen, iron, &c., as the indispensable requisites of their comfortable existence. In this country, after producing those articles to an abundance far exceeding all demand, there remain so many surplus labourers, that 40,000 depart, and 80,000 might be better spared



yearly as emigrants to those Colonies. In this country, also, is annually required more wood than the United Kingdom affords by 1,100,000 of loads, the freights of above 700,000 tons of shipping. On the seas around, our navigation amounts to 2,170,000 tons, whose only possible employment consists in the transport of commodities, and whose seamen, amounting to 110,000 men, are confessedly the maritime guard of these kingdoms. There are foreign countries lying so much nearer, and from whatever causes fed, that is hired, so much more cheaply, and taxed so much more lightly, that they can not only procure, but bring to us, the wood at a lower rate, than we can do it for ourselves from our own forests. The question, therefore, is, whether the conveniences of existence will most abound and extend to all of our community, as well in the Colonies as at home, if we so regulate this trade, that while, on the one hand, a preference is given to the cutting down our own timber with our own hands, and transporting it in our own ships, and exchanging it for the manufactures of other our own labourers, so, on the other, admission is given to the timber of foreigners, to such an extent, and on such terms, that both competitors are obliged to sell it at the lowest possible rates, and neither obtains that enhancement of prices, which would result from alone supplying our whole demand; or, whether the ends of commerce will be better attained, if we adopt a measure, which shall throw half of our woodmen, half of our ships and seamen, half of our manufacturers, engaged in and by this system, out of employment, and throw back upon us half of our emigrants; which, also, shall build

up the maritime wealth and power of foreign states, almost as much as it depresses our own; and which shall, at the same time make wood dearer to the consumers, or yield less revenue to the Exchequer, or perhaps do both.

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## THE GENERAL POLICY OF THE MEASURE.

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THERE yet remains of this subject another, the last division, of which, because incapable of being measured by figures, or represented in parliamentary returns, the value is misunderstood by some, denied or contemned by others. Before the generation has passed away, which saw their country engaged in the most desperate conflict this or any people ever sustained,—(when Europe all conspired against us, and the Americans chose in the very crisis to unite themselves with the same league; when war was proclaimed and carried on to the uttermost, not only against our empire and independence, but our commerce and industry;)—it is strange and scarcely credible, that persons should already be found to forget, or to doubt, that we then defied half the world by our arms and revenues, through no other means, no other resources, from abroad, than those derived from our maritime and colonial power. It was that vast confederacy of provinces and islands, spread through every climate and quarter of the globe, which continued to pour upon our shores the produce and fabrics of all we wanted, and to receive back in return those of every kind we produced, so that in the midst of war we alone enjoyed the abundance and repose of

peace, to such an extent as to be able to supply unsparingly the greatest of public expenditures; it was mainly the riches derived from this intercourse; it was, above all, the bold and skilful seamen this intercourse created and trained, that enabled Great Britain to discomfit all her enemies, and after her ancient and laudable custom, dictate the peace of Europe.

There are numerous facts to be cited in illustration of this, but that alone must be taken, which relates most to the present question. In the year 1809, intelligence arrived from the continent, that the Northern Powers had confiscated the property, proscribed the manufactures, and interdicted the trade of this country, both imports and exports. Immediately the ministers of the crown, who had mocked at the other attempts of the continental system, but who saw by this the very existence both of our maritime power and commerce in instant danger, sent for the Canadian merchants, with no less consternation, than those merchants of late went to the ministers of the crown, to inquire, what must become of the Timber Trade. For except supplies of wood and naval timber could then have been procured from her Colonies, not only must the comfort and the industry of this country have become extremely straitened, but her very ability of carrying on the contest suddenly exhausted. They, therefore, the ministers of that period, did not say to the merchants,—write with speed to your friends in the Colonies, urge them into the forest, extend your credits, bid them invest their capital and industry in mills and wharfs, and other the necessary establishments, save us and the empire, and—when this need shall be overpassed, and your property,

to the amount of £2,000,000, staked upon the trade, there shall be brought down a budget, the principle and confessed purpose of which shall be, suddenly to transfer half of that trade back again to the Baltic.

That was the time for an arithmetician or a dogmatist to have directed the trade and policy of this great empire, as the ship-owners and colonists at least must wish. In that year of grace ought, what is now called, the fallacy of commercial independence to have been detected. The pure waste of £1,300,000, which, because not paid by this country into the Exchequer, this country is now cunningly said to be paying yearly to the ship-owners and Colonies for timber, this should have been computed and exposed, before ship-owners, colonists, emigrants, merchants, and manufacturers became involved, to the amount of millions yearly, in the enterprize. It is not enough to be great economists; they should also speak in due time. The present is something too late, though haply not much too early. A little patience, and fit opportunity may again occur. In the beginning of 1830, to have predicted, that before the end of that year, kings would not be driven into exile, capitals stained with civil bloodshed, and all Europe in arms, and half in revolution, could not have brought more discredit upon a person's prescience, than must now be cast upon his prudence, who shall affirm, that there will be any kingdom, or any republic, in Europe, north or south, from whose ports we may not again be excluded, within no greater period. In that event, if what has happened in this respect before take place a second time, his Majesty's government will have one of three things to provide, either some other foreign country,



from which wood may conveniently be procured, or to do without it here, or obtain it from our Colonies. The two first are equally difficult, and the last will be far from being easy, if the property of the colonists shall first have been destroyed, their industry made destitute, and their affections disheartened, by the measure now proposed. For though, as before stated, his Majesty's ministers did not, in 1809, invite them into the trade, with any warnings of the reverses now impending, yet whatever language might thereafter be used would too surely receive such an interpretation.

It is unnecessary to pursue further the advantages derived to Great Britain from her colonial policy and dominions, and particularly from the Canadas. As an asylum for our emigrant population, as a barrier against the United States, as the key of connection between these kingdoms and the West Indies, as the only independent resource of supplies in wood and corn both to the West Indies and to this country, as the grand assurance of the Atlantic trade, as the best vend of our manufactures, these provinces, with their fisheries, their forests, their mines, their agriculture, their loyal, industrious, and increasing population, by their peculiar situation, their great extent of sea coast, their numerous, large, deep, and secure, harbours, their immense rivers, their canals, and their Mediterranean lakes,—these Colonies offer the most interesting prospects of extending for ever the industry and commerce, the maritime wealth and ascendancy, and the independence, the power, and the glory of the British empire. Woe to the fame, if not to the fate, of that minister, who shall gratuitously dissolve the connection between them and us; or who shall be

unwilling, or unable, to understand, that the great bond of that connection, “ the golden everlasting chain, whose strong embrace holds” them, and holds all the divisions of the empire together, is mutual interest and commercial preference. The idea of such a voluntary dismemberment of our dominions has its advocates among those only, who have most loudly, and incessantly, and alone, demanded the present measure, and who have, in this at least, one merit, wanting to some followers of their opinions, the most thorough consistency. It is a proposition, however, which even those, who have been persuaded to adopt its means, abjure as an end ; it has attracted attention, neither by the soundness of its policy, nor the character of its promulgators, but solely from the place in which spoken; and it rests entirely for interest, upon its audacity, and its mischievous tendency.

It is less necessary to add a word upon the importance of a numerous mercantile marine, or to repeat how much the marine of this country depends upon the Timber Trade. But there are, who have said, ours is abundantly large and abundantly secure, and that to attempt to increase it, or even to maintain in its present extent, is extravagant and impolitic. Let such reasoners consider, first, whether, if indeed it be so desirable to reduce the quantity of our mercantile tonnage, that reduction is not already taking place, in sufficient rapidity and extent to answer their utmost wishes; for since the peace, the registered shipping of the United Kingdom is found to have declined from 2,503,350 to 2,170,458 tons. Next, let it be well weighed, whether a similar decline has occurred in the shipping of our rivals and oppo-

nents ; and if it be found, that there is a power, whose tonnage has increased just in the amount ours has diminished, and that power be one, whose maritime means and pretensions come most into collision with our own ; and that its tonnage has increased since 1816 from 1,341,119 to 1,706,240, while that of England has declined from 2,152,968 to 1,758,063, (being a decrease on our side of 394,905 tons and an increase in our opponent's of 365,121 tons,)—then it becomes a subject of the gravest consideration, not how we may most easily diminish the number of our ships and seamen, but how we may most speedily and effectually provide their support and increase. For it has already come to this, that a confederacy not of all the maritime powers is now required to equal ours, but if any one of them be allied with the United States of America, they will oppose to us a body of seamen, either superior, or nearly equal, to the uttermost number of Great Britain and Ireland. May such a trial be far from the fate of this country ; but still farther be the inability to meet it, and overcome ! And as far, too, from governing the councils of this mighty empire, be that delusion, which must go little before its fall, indifference to the means, by which its power was established, and has hitherto been preserved.

It is the general Colonial policy, that is put in question no less, than the trade of Colonial wood ; it is no less the shipping interest, than either ; it is no less the integrity and maritime ascendancy of this empire, than all together. Whoever is concerned in the prosperity of our Colonies, east or west, northern or southern ; whoever understands them to be, and wishes to remain,

integral parts of the empire; who prefers home trade and production to foreign, the wealth and employment of British subjects to the industry of Norway and Prussia; whose pride is the navy of England; whoever believes the riches, the safety, and the glory, of these kingdoms, under the good providence of God, to depend upon ships, colonies, and commerce, let him stand ready to come forward and support their cause. And let all, who can be moved to cherish and maintain it, unite, and speak, and vote, for its defence. To those, who have late so powerfully done this; whom neither the disposition to support His Majesty's ministers, nor, more, disinclination to oppose them, has prevented from rallying round a cause paramount to all ephemeral theories, abortive budgets, or changes of administration; the most grateful acknowledgments are due, and have been paid, and will ever be retained, by all the interest concerned at home, and throughout the whole Colonial dominions of Great Britain. By that vote, no less has been done to confirm, and draw closer towards the Mother Country, the affection of her distant provinces, than to secure the prosperity and safety of the whole confederacy. But the attack, late so signally defeated, may yet, as is threatened, be renewed. The danger continues extreme; the consequences fatal. Let then every effort be zealously continued. Either they will still prove successful, and conserve at once both the shipping and colonial interests, and those of the whole empire; or if less fortunate, upon others at least, be the credit of whatever may follow, not upon those, who shall have discharged every duty to themselves, and their fellow-subjects.

*An Account of all Articles of Wood, and the Number of Loads, imported into the United Kingdom from the British Colonies, and from Foreign Countries, in the Year 1829.*

ARTICLES.	Quantity by Official Returns.		Reduced into Loads.	
	From the Colonies.	From Foreign Countries.	From the Colonies.	From Foreign Countries.
Battens ..... <i>Great Hundreds</i>	577	10,568	54	994
Camwood ..... <i>Tons</i>	122	.....	97	
Cedar ..... <i>Tons</i>	373	.....	218	
Lathwood..... <i>Fathoms</i>	5,057	5,324	18,186	19,150
Masts under 12 Inches... <i>Number</i>	5,069	8,328	2,534	4,164
Ditto, 12 Inches and upwards, } <i>Loads</i> }	3,593	867	3,593	867
Oak Plank..... <i>Loads</i>	2	1,306	2	1,306
Red and Bar Wood..... <i>Tons</i>	249	.....	199	
Spars ..... <i>Great Hundreds</i>	358	590	19	53
Staves ..... <i>Great Hundreds</i>	72,742	17,729	72,742	26,580
Teake..... <i>Loads</i>	16,015	.....	16,015	
Wainscot Logs ..... <i>Loads</i>	.....	4,147	.....	4,147
Timber..... <i>Loads</i>	393,531	150,974	393,531	150,974
Deals..... <i>Great Hundreds</i>	18,258	.....	105,895	
—— from Russia.....	.....	14,887	.....	163,757
—— Prussia.....	.....	5,339	.....	54,244
—— Sweden .....	.....	3,265	.....	23,508
—— Norway .....	.....	9,809	.....	63,954
			615,085	513,798



*In 8vo. with an Appendix, price 3s. 6d.*

ON COLONIAL INTERCOURSE; with an APPENDIX containing a Memorial to the Rt. Hon. the Board of Trade against opening the West Indies to Ships of the United States, with Tables of Comparative Prices, Tonnage, &c. By HENRY BLISS, Esq. of the Inner Temple.

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